

The Wayfarer **SKIMMER**

United States Wayfarer Association
Spring 2011-2

COMMODORE COMMENTS.

Jim Heffernan W2458, W1066

Since the redesign of the Wayfarer in 2007, the sailors of North America have only heard the plaudits for this makeover of our venerable Wayfarer and looked at the photos of the 100 or so that have been built and are actively racing and cruising for the past three years. Finally the Mark IV is coming to North America. Two USA sailors have ordered boats to be delivered for the 2011 summer season. What makes this version of the Wayfarer so desirable?

When Phill Morrison was tasked with the redesign, he wanted to put forth a boat that would make the Wayfarer contemporary without losing the original Ian Proctor concept of a versatile family boat that could be raced, cruised and be the mainstay of sailing schools. He also wanted to be sure that it would be: "as fast as the fastest but no faster". He also designed a boat that is roomier for the crew, more comfortable for hiking due to rolled decks rather than flat, and easier to right due to double hull and transom flaps. UK sailor Steve Collins has a Mark IV. He told how his "W10508 was capsized ten minutes before the start of one of the races in the 2008 UK National Champs, it was righted and sailed dry before the five minute gun, and all done without a bucket."

Meanwhile, USA sailors continue to cruise their boats in the many glorious cruising areas that we have available to us here in North America. Some write logs of these cruises and we try to get them posted on the US and Canadian Wayfarer websites.

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FAREWELL GEORGE, WAYFARER SAILORS WILL MISS YOU!



A memorial tribute by Al Schonborn W3854

The legendary Canadian Wayfarer, George Blanchard, passed away quietly on March 11th, 2011 at the age of 97. In a 50-year career with DeHavilland aircraft in Toronto, George rose from being a young apprentice to become production manager just in time for the second World War. After retiring in 1978, George was voted into the DeHavilland Hall of Fame.

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A publication of the United States Wayfarer Association		
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George Blanchard tribute continued

In his even longer sailing career, George participated for decades as a keen competitor and a sought-after volunteer not just in his beloved Wayfarer Class but in many other classes all over the world. As an outstanding race officer, George's career highlight was probably that he ran a race course at the 1976 Olympics in Kingston, Ontario. In Wayfarers, George was already well established as the go-to guy when I bought W116 in 1964, and was still active in

our class as CWA Chairman for a third or fourth time until less than two months before his death.

On a personal note, I was lucky enough to see George's marvellous example on a regular basis and learn from this, that getting on in years does not necessarily doom you to a life of fading away quietly and uselessly.

In addition to running great races, George very actively competed, and twice was North American Wayfarer champion. George was also the first Wayfarer to race with Wayfarers overseas as he sailed a number of major UK Wayfarer events starting in the late 60s. And once the Wayfarer Worlds came along in 1974, George set a record by participating in all of the first 12 Worlds between 1974 and 2004.

Two events from George's later Worlds are worth re-telling: In 1998, at nearly 85 years of age, George showed up in Egaa, Denmark for the Worlds. The local newspaper sent a reporter to interview George. She began by admiring the fact that someone of George's advanced age would come all that way to cheer his Team Canada on. Well!!! George soon set her straight about that little misconception. He and crew, Mike Codd, in fact beat out over a dozen boats in that 50-boat fleet. Six years later we had the pretty breezy Worlds in Port Credit, just west of Toronto. After supervising the pre-Worlds measuring, George and his surrogate son, Mike Codd, went out and sailed that tough nine-race series. At age 90, George placed 35th in a fleet of 59.

George will be sorely missed by the many, many people whose lives he affected in such a positive way, but fortunately he has left us enough great memories to last most of our lifetimes and beyond. Thank you, George. We know you're up there and no doubt reminding the angels to sign out before they go out onto the water.

To view great photos of George over the years and read the comments of Wayfarer sailors who remember George, view the memorial on the CWA website. Thanks, Uncle Al, for sharing the love so many friends felt for George.

Building the Last Wooden Wayfarer

Frank Pedersen

For some, sailing a wooden Wayfarer has a near cult-like attraction. Once in a while a well-maintained wooden hull comes on the market, such as Nick Seraphinoff's W864, snapped up by Tony Krauss. More frequently, a hull in need of significant renovation turns up, illustrated by W1066, purchased by Jim Heffernan. In a rare instance, a partially built kit boat might become available. Richard Harrington heard about an unfinished kit boat that had had two previous owners, but it had not progressed beyond the plank-up stage. I traveled to Bloomington, Indiana, to acquire it, and I trailed the hull on its building frame and all its parts to Brooklin, Maine, where I eventually completed its construction. Richard was able to convince the owner that the boat should be finished as a true Wayfarer, not as, perhaps, a utility outboard motorboat. My qualifications were that I had many years experience with a Wayfarer (since 1970) and I had fallen under the spell of wooden boats by spending summers close to the home of *WoodenBoat* magazine.



Frank Pedersen admits it was a labor of love to spend many hours building his wood Wayfarer. Note the reflection on the deck.

With the common assumption that, compared to a fiberglass hull, a wooden boat requires vastly more maintenance and upkeep, what is the attraction of a wooden boat? First, the beauty of wood virtually goes without saying. Modern construction techniques, especially epoxy saturation of wood, also reduces maintenance requirements significantly. As noted in the book "The Gougeon Brothers on Boat Construction," there are two other reasons in favor of wooden construction: first, wood, on a pound-for-pound basis, is stiffer than fiberglass, which is likely to have a performance-enhancing effect. Second, wood, especially when saturated in epoxy, is highly resistant to the effects of fatigue. Fatigue is an accumulation of damage caused by repeated loading of a structure. It is hard to imagine the massive cycles of tension and compression associated with sailing through even moderate waves, but carefully instrumented studies have documented these effects. After about four to five years of seasonal use, a wood boat, according to the Gougeons, would be expected to have about 60% of its original strength; a fiberglass hull might retain only about 20% of its ultimate capability. That is the reason why, in a hotly contested class such as the Laser, the top-level competitors expect to acquire a new boat every 2 to 3 years. (The latest Wayfarer, the Hartley Mk. IV, with a foam core between fiberglass moldings, is likely to be stiffer than previous fiberglass hulls.)

Wooden Wayfarers were professionally built until around the year 2000, when labor rates and the cost of quality materials became prohibitively expensive. Think \$20,000. Wayfarer kits were phased out somewhat earlier—in the 1990's—primarily because of concern that the measurement tolerances could be exploited to produce a rogue "super boat." My boat, W8705, therefore was more than 15 years old before it ever touched water.

When I began my project each sheer plank required a small section to be scarfed on. The frames and plywood had been glued and coated with epoxy, an improvement over earlier Wayfarers that used Resorcinol adhesives. The work that had been completed was done to a high quality, but I could see why a previous builder might have been discouraged. There was some irregularity to the hull lines, which required generous use of epoxy filler and sanding.

The bow sections needed touching up, which was done by laminating on a false stem and fairing it with epoxy filler. I also made the chines a little more crisp. Before turning the hull over, several physically demanding tasks remained. These included fitting the keel plank, which required extensive planing where the bilge planks join, and tuning the opening for the centerboard. The bilge keels also were a challenge without someone to hold them in place while tightening screws from the underside. Then, after coating the hull with primer, the building frame was disassembled and the hull was turned over.

As work progressed on the upright hull, including much sanding and filling of screw holes, I gained greater appreciation of the cleverness of the structure that Ian Proctor devised. The frames that define the shape of the hull are all structural, so there are no molds to be removed and discarded. The king post provides support for the foredeck, makes raising and lowering of the mast easy, and adds rigidity to the centerboard trunk, often the most vulnerable part of a sailboat. The thwart gives further support to the aft section of the centerboard trunk. The buoyancy compartment bulkheads, along with the longitudinal stringers, contribute to torsional rigidity even though the planking is relatively thin. The foredeck, shaped as a flattened, inverted V, is attractive and much easier to complete than if it were curved.

I found the building instructions very valuable, providing suggestions that never would have occurred to me. For example, the relatively severe bend in the forward part of the keel plank and in the bilge keels are accomplished by cutting slices in the outside of the bend and then filling the cuts with epoxy. Also the manual made it clear that the thwart had to be attached before the decks are secured; it is impossible to do if the side decks are in place.

In a few areas I departed from the building manual. I did not use any mechanical fasteners in attaching the deck to the deck beams and frames. Instead, I glued the deck panels in position using “creative clamping” to get a good bond. Most of the time, I was able to improvise a way to gain pressure where it was needed. When that was not possible, I used lead weights to hold down the deck panels. According to the Gougeons, epoxy bonding is actually stronger than using mechanical fasteners

and it does not require filling screw holes. When fitting the deck panels, I did it so there was no visible plywood end grain. That required cutting a rabbit in the aft beam of the forward deck and also fitting a cap on the interior edges of the side decks. My other departure from the building instructions was to fit the washboards after the deck was in place, which worked very well (none of the screws from the underside of the deck missed the washboard stock.)

As a final piece de resistance, with some professional help, I vacuum-bagged a mahogany veneer on the transom to cover holes and dings that had occurred earlier in the construction. The gunwales, made of two contrasting grains, were then attached with epoxy, screws and bungs.

To complete the finish, additional epoxy was applied and sanded where needed prior to coating with Epiphanes varnish. The outside of the hull was painted with Brightside polyurethane paint, using the “roll-and-tip” procedure.

Although it may sound that everything went well, there were in fact several challenges. Two troublesome problems still remain: the hole for the mast pin was drilled crooked and the hole for the centerboard pin is not correct. The board, taken from my previous boat, apparently does not align properly as the board does not come down fully. Ah well, I need something to keep me busy.

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2011 Midwinters at Lake Eustis Sailing Club

Jim Heffernan W2458

How often can you sail on a large lake surrounded by cypress trees and oaks laced with Spanish moss, with snowy white shore birds searching the tawny reeds for a bit of fish? This is possible at Lake Eustis, Florida where this gem of a lake is away from the tourist areas and in the heart of the old Florida. Thanks to the efforts of Mike and Dotty Murto *W-2959*, the Wayfarer has a presence at this Central Florida lake along with a great regatta every February that attracts sailors from afar. This year, we had boats from Montreal, Toronto, Kansas, Pennsylvania, North Carolina, Michigan and Florida enjoying a variety of winds and splendid racing. On the days before racing began, a number of boats had ideal conditions for tuning, practicing spinnaker handling, messing around and doing some 720 maneuvers. One of the crews worked so hard at roll tacking and helping others tune that the helmsman locked up a knee and missed the regatta. Hope you come back next year, Peter and Alex, to defend your 2010 Midwinters victory.

Nine races were scheduled for the three day event with seven races completed before the wind went into hiding on Sunday and the race committee sent us back to the club. The first day started poorly with the first race abandoned just before the start. We were towed in for lunch and afterward as the wind filled from the south we got three fine races in, sailing in a 6-8 mph breeze. The award for perseverance goes to Jim and Cynthia Best from Michigan who bailed and sailed their leaky *W-911* around the course for a fifth in the first race. Their boat had been in long term storage and needed some attention to keep the rudder on, keep the water out and repair the squirrel damage. Jim McIntyre and crew James McIntyre using local knowledge and good upwind tactics, sailed *W1904* to a fourth just ahead of the Bests. The Friday racing was dominated by the Schonborn/Krauss team in *W-3854*, a Mark I woodie, who sailed to two bullets and a second place closely pursued by the Johnson/Parish team in their Mark III, *W10139*, and the Heffernans in their composite *W-2458*

Saturday was sunny and windy as a cold front approached the area. Since we shared the race area with a large fleet of MC Scows that started five minutes later, our Wayfarer crews had to be super alert to avoid any close encounters as we crossed tacks with them both downwind and upwind. Schonborn and Krauss continued their winning ways while being chased by the Heffernans along with Butch and Janice Minson sailing Ellen Minson's Wayfarer. Richard Johnson and Michelle Parish were also pushing hard with their spinnaker looking really good when a strong burst of wind caught them during a gybe and sent them for a swim. They recovered quickly and had the boat ready for the next start and a hard sailed fifth place. Unable to sail on Friday, local sailors Mike Tighe and Tom McNally sailing *W-2136* came on strong with Saturday finishes of 5, 2 and 3. They sailed without a spinnaker and managed to stay near the front even on the downwind legs.

As the sky darkened, we finished the second race and hurried to the club ahead of the rain and heavy wind. After frontal passage, which turned out to be mild, we raced in the new northwesterly breeze with just a light drizzle keeping us in our wet gear. Butch Minson found a lovely shore shift on the final windward leg and sailed in behind Uncle Al for a second place.

Sunday started out light and variable so the race committee delayed for an hour before starting us in a 3-5 mph northerly. Jim and Linda Heffernan jumped off to a good lead which they held for most of the race. However, as the wind began to shift to the east and die, Al and Tony slipped by, covered and then notched their final win of the series. The always consistent and competitive Jim Lingeman and crew Dean Grimes ghosted across the line in fifth place thus ensuring the top spot in the non-spinnaker fleet.

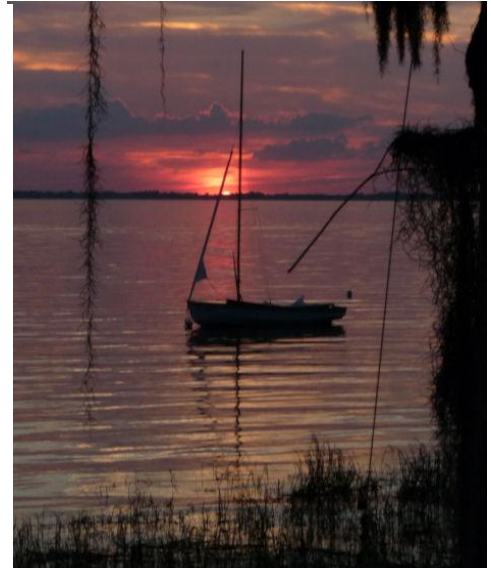
Lake Eustis was again the place to be in February for some fun with Wayfarer sailors regardless of experience. Hope you will consider joining us next year.

WAYFARER MIDWINTERS



2011
Lake
Eustis
Sailing
Club

Regatta
Photos by
Jim Orth,
Mary
Krauss



Top - Wayfarers at the start of Race 2 of the Midwaters at Lake Eustis Sailing Club.

Wayfarer at a LESC mooring at Friday's sunset.

Middle - Ted Benedict W991 soloed in Friday's races. Here he chased the Lingeman/Grimes W3991 and Johnson/Parish W10139 teams.

Jim and Cynthia Best W911 overcame broken rudders and a leaky boat to compete in their first Midwaters.

Bottom One month after the February 2011 Midwaters a violent thunderstorm cell attacked LESC knocking MC Scows and Wayfarers off their trailers and scattering the Opti's and 420's that were stored on the shore. Here a crew helps Mike Murto W2959 put his boat back on the trailer.

MIDWINTERS 2011 and more . . .



Top - Carolyn and Pat Baldwin and Lynn and Ed Rojon traveled from Kansas for their first LESC experience. Pat and Ed sailed all nine races adjusting to the changing conditions of Lake Eustis while their wives provided shore support from the comfort of The Villages.

In Race 3 of the Midwinters it was a happy run for the Heffernans W1066 enjoying a lead on Team Schonborn/Krauss W3854 and Johnson/Parish W10423.

Middle - When the winds piped up on Saturday Richard Watterson traded his Wayfarer for his lower profile paddle kayak. At Friday's AGM Richard accepted the position of USWA Representative for the Wayfarer International Committee. Congratulations Richard!

Bottom – Outgoing WIC Representative Richard Johnson and his wife Michele Parish, USWA Secretary/Treasurer, relax after their day cruise on Lake Jocassee.

Frank Pederson and Sue Wright appeared relieved after the successful launch of their restored wood Wayfarer at RHYC in June 2010.



TRYING NEW THINGS

Cruising Activities in 2011

Dick Harrington W 887

Trying new things can be risky. For example, if you've always driven a GM, switching to a Ford can take some getting used to. If Bud Light is your brew, and someone hands you a MGD, well that might make your mouth twitch a little. On the other hand many times the new thing turns out to be a better choice and we all know that a challenge satisfies our adventurous spirit. And I hope this will be the outcome of this year's cruising offerings because two new venues are on the calendar for 2011; a new area of the Chesapeake Bay for the annual May cruise and the Apostles Island Rally in August. In addition, there will be the North American Rally returning to Hermit Island, Maine in August and the International Wayfarer sponsored by the Dutch and taking place in Friesland in July. I'll mention these events in calendar order.

Chesapeake Bay Cruise – May 29- Jun 2 (Contact Dick Harrington rmharrington@sbcglobal.net.) This cruise starts out from historic, picturesque Oxford, Maryland located where the Tred Avon River joins the Choptank River. We will meet in Oxford Sunday afternoon, launch the boats and stay overnight in a marina. On the following nights we will also stay at excellent marinas and on Wednesday night we will be at a marina and campground. Monday we will sail to Tilghman Island, a popular tourist destination for people that enjoy all kinds of water sports. The following day we will head south to the quieter off the beaten path waters of the Little Choptank River and Slaughter Creek. On the next day we will explore the upper reaches of Fishing Creek and the origins of the Little Choptank – a true gunk-hole adventure. By Thursday we will start heading back and with the correct conditions make a short lunch stop on a white sandy beach of James Island. After another overnight on Tilghman Island we will return to Oxford. A daily detailed plan can be viewed on the USWA website. At the present time a small number of boats are registered for this cruise so there is plenty of room for Wayfarer sailors to try a new thing! Some of last year's Chessie cruisers have chosen to repeat the familiar Crisfield-Smith-Tangier triangle cruise and while I am disappointed at losing some of my familiar cruising companions I am happy to have introduced many Wayfarer sailors to the excitement of cruising in a small dingy.

International Wayfarer Rally – July 29th-August 5th in the Netherlands. This exciting event is now filled.. Check out the consolidated racing/cruising calendar on the USWA website to see the wonderful adventure planned for the three North American couples attending.

Apostle Islands Rally/Cruise – Aug 13 thru Aug 20 on the Lake Superior shore of Wisconsin (Contact Alan Asselstine majam41@gmail.com.) The Apostle islands Rally/Cruise week will consist of day sailing, an overnight cruise to one of the Apostle Islands, and social evenings. Organizers Alan, Andrew Hail and Chuck Jordan are hoping this will be a true and exciting East meets West get-together. (– in the planning phase for several years, this is the culmination of efforts between a group of CWA/USWA Wayfarers located in the “East” and others in the “West”.)

The organizers need your commitment for campsite(s) by April 17. It is preferred that reservations be coordinated through Chuck Jordan cjordan@jordan-atkins.com. However, you can reserve directly with Jim Bellinger at Red Cliff at 715-779-3718. Tell him you are part of the Wayfarer group and advise the organizers that you are attending the rally. More details on the USWA and CWA websites.

Hermit Island Rally – Aug 20 thru Aug 27. (Contact Dick Harrington rmharrington@sbcglobal.net.) Presently there are nine parties signed up for this event. Several will be arriving a day or two ahead of time – so anyone wanting to arrive early will have company. Campsites are still available, though not necessarily close to the main group. Make reservations by phoning: (207) 443-2101. Tell them that you are with the Wayfarer group.

The theme of activities will mimic past rallies held on the Maine coast. These include picnics on islands and beaches, sailing to local seaside restaurants for lunch, exploring intricate inter-island passages, circumnavigating Seguin Island with its historic lighthouse, evening dinners at excellent nearby seafood restaurants, campfire get-togethers, and last but not least, enjoying a fabulous lobster bake at hidden Sailboat Beach.

Jane and I have just returned from a European trip that included the French Riviera and Monte Carlo. It was gorgeous shirt sleeve weather. Besides the mind boggling beauty and extravagances exhibited by the Mediterranean's famous "Blue Coast," I enjoyed looking out and seeing small fleets of dinghies racing. The groups of brilliant white sails reflecting on the sea's sparkling blue waters made me want to be out there too. But I couldn't help but feel that here, in this land; access to the sea was mainly for the extremely wealthy. I couldn't imagine that something, such as a seaside campground where dinghy sailors might gather for a rally, could possibly exist. So my thoughts turned to how here in North America we are so lucky to have much more than the average European. They can only dream about the sailing opportunities that are practically free to us. We are crazy if we don't take every opportunity to enjoy what is ours! To this purpose, I intend to continue searching out new places to explore.

Leisure Sailing Provides a Challenge

Richard Johnson W10139

Lake Jocassee is a lovely power lake tucked in the Up-State of South Carolina, northwest of Pickens and west of Table Rock off Highway 11. The water is snow-melt cold, nearly perfectly clear, and reflects Caribbean blue. The mountains come right down to the edge.

John Holms (GMC = Green Mini-Cruiser) and Jim Higgins (P16.5 = Precision 16.5) members with me at the Cawtawba Yacht Club had been planning a trailer sailing weekend for several years. They had set the date for March 12th. Michele and I (Wayfarer: W10139: Free Range Chickn') tagged along. We'd been wanting to spend more time "Leisure" sailing. So, the weekend prior, in the rain, we put on the cruising boom, cruising sails complete with reef points and lines; and attached the orange pool noodle to the top front of the mast for just-in-case floatation.

We met Jim and Cary (P16.5), and John and Liza (GMC) in the parking lot of the Devils Fork State Park. It's a bass-fishing parking lot with extra-long parking spaces and tractor-trailer length ramps. We rigged and chatted and finally hit the water about 11:00. Jim and Cary were disappointed their Honda Element didn't float but were pleased that it didn't drown when half submerged. The latter is perhaps more important if you don't detach your boat from your trailer when you launch.

The sky was bright blue with just a hint of cirrus clouds streaking across. The mountains rolled softly in contrast to blue surface of the water. The air was warm, the breeze gentle. Perfection: a Siren call to sail. The lake is approximately 3 miles by 5 miles. We began in the south and sailed north. We dawdled about beating, playing connect the dots with the wind. We took turns taking photos of each other's boats as we headed north to a couple of remote islands for lunch. I had my binoculars out as we approached the center of the lake and glanced to the North West Channel between two large mountains. I did a double take as I noticed a black wind line on the water. Behind it the water was grey. I told Michele to put her camera away and reef the main. We had the main shortened within a few minutes and the wind hit us just afterward.

This wind came in black gusts across the surface of the water; you knew you needed to brace yourself. We turned south into the safety of our cove. Michele thought it might be better to head back. I thought it might be better to drop the jib and see how that worked. The P16.5 reefed and put on a storm jib. The GMC dropped all sail and motored. We turned north again and edged out into the channel. The P16.5 took off. At mid-channel we were fine but a bit edgy. We maintained good speed and a semi-plane in the puffs. The wind was abeam from the West. Once we had crossed the channel I noticed the wind was now WSW and building. I was hungry, cold, and uneasy to the point of feeling ill. Michele was the same.

We sailed further into the North Cove looking for a close safe area to beach. Nothing but rock. We were getting caught in strange wind eddies off the mountains that would pin us into wind holes or do 360's around the boat. I drank a container of grapefruit juice, finished half a *Lunchable* and checked NOAA: Winds 14-15 with gusts to 27. I decided not to put in the second reef on the justification that we would have to un-rig the main. That seemed like a lot of complicated work on the water in a situation that was already complicated. Michele said nothing. But she wished we were on the other side. I did too.

GMC motored by and asked if we planned to sail back. They promised to follow us. I had decided that if we capsized we would opt for rescue and leave the boat. Righting the boat, though we are practiced at it, would have forced us to spend too much time in the snow cold water in just our foul weather gear. Rescue was the safe option.

We set off beating south into black gusts and bow high waves. The vang was maxed out, the main nearly perfectly flat, the boom was trimmed to just outside the transom, and the board half up. My attention was on the relative wind indicator to be sure we maintained a tight safe angle to the wind. The whistling of the wind in the rigging was disturbing; I couldn't remember at what wind velocity this occurred. There was a deep thrumming vibration coming from the boat and rigging. If any line had snapped the boat would have exploded. Half-way across I noticed that my left hand would not release from the hiking extension and my sheet hand was cramped shut. Michele was diligently calling the puffs and ducking waves. The gusts were huge and kept changing angles. There were several times we were hit by a gust and a wave at the same time which nearly pitched us over but the tucked board allowed us to slide. As we approached the South Cove the waves diminished but the winds velocity and direction became erratic. Finally we were on the beach. The crossing took an hour and a half.

We cracked open the two beers in the rear cupboard and walked up the hill. We could see wind gusts hitting the water and spreading out in a violent circular pattern. GMC had motored three-quarters of the way across and in the distance the P16.5 was just

in the main channel. The sky was a deep blue and the water a navy blue. The mountains maintained their gentle peaceful roll. It was a gorgeous day by all measures and yet just a few minutes earlier we would have sworn we were fighting for our existence. Now it was the simple beauty of the lake, a cold beer, and the satisfaction of not quitting and not crashing, and the understanding that each had been a distinct possibility.



Free Range Chick'n at the beginning of a leisure sail at Lake Jocassee, on an afternoon that progresses through white knuckle anxiety before the Johnsons safely return ashore.

USWA NATIONALS DATE AND VENUE SET

The 2011 USWA Nationals will be held in conjunction with The Tim Dowling Memorial Regatta at Clark Lake on September 24th and 25th.

Racing Captain Marc Bennett hopes that placing the event in southern Michigan will attract the growing numbers of Wayfarer sailors in the Great Lakes area and also be geographically close for many Canadian racers to attend.

There is limited camping on the Clark Lake Yacht Club grounds and nearby accommodations are available. "CLYC is a great host and I know we can expect a successful regatta,. All we need is for Wayfarers to show up!" says Marc.

HARTLEY MARK IV FEVER

Editor's comments - Last fall the UK Wayfarer News printed Brandon McClintock's article on the difficulty of buying a Wayfarer in the United States and his article was included in the last issue of the USWA SKIMMER. With UK Commodore Ralph Robert's urging, Monica Schaefer, the Wayfarer Representative from Ireland, contacted Richard Hartley the present Mark IV builder and secured a deal with him. If he should receive a bulk order for 5 new boats he would deliver them to one address in either the US or Canada for the same price (each) as he would charge in the UK. While five prospective buyers from the US and Canada have not come forward, Vice-Commodore Nick Seraphinoff has made up his mind to purchase a Mark IV on his own and Richard Watterson has also signed on for a new Mark IV. That's only 3 to go and we all love "free shipping!"

Rationalizing While Recovering from Surgery

Nick Seraphinoff

I have been asked by Linda Heffernan, our Skimmer editor, to write a piece explaining why I have ordered a new Hartley Mark IV Wayfarer from England.

I need to start by explaining why I *did not* buy a new boat. I did not buy a new boat to win races! I have raced sailboats for 43 years, spent time in the front of some fleets and have even won some races. I know what it takes to compete: sail a lot, compete a lot. Sure if your boat is slow, figure out why and go to work on it. But remember, the thing that slows the boat the most is usually hanging on to the tiller.

That having been said, I guess I better get to work explaining why I did buy a brand new boat. It's simple; since having my family raised [20 years ago] I have followed a simple method when deciding to purchase a toy. First you say, "Do I need it?" If you need it, then you could probably do without it. But if you WANT IT that means you just gotta have it.

From there I have nothing to offer but some excellent rationalization. The truth is that the Wayfarer is just too good a bargain to pass up, even though I, personally, will pay a premium since I can't take part in the free shipping offered in a five-boat deal. I have owned boats in five different one-design classes and, when you look at the cost of the Hartley Mark IV in comparison, it becomes a tremendous bargain.

Of course, my first boat was a glass Wayfarer in 1968. By 1976 I owned a wood Wayfarer, which I bought for \$600 and just sold for \$5,000. [Of course we won't talk about how much money I put into it through its 34 years of racing and hard use.]

By 1987 I decided I should follow the American way and go into keel boats. Remember, in the USA if you can afford a keel boat and you are sailing a dinghy there is something wrong with you. I bought a used 34-foot Tartan Ten for \$23,000 and entered a world where it took a minimum of six people to race the boat and about \$4,000 a year in new sails. [By the way, now you have six people to provide sandwiches and beer for.]. I hated it and only raced the boat for about three years. I then bought an Etchell 22, which is a three-person boat. A new boat today would probably cost \$60,000; in 1990 you could buy a competitive used boat for about \$12,000. But you still had to spend \$4,000 a year on sails to compete. I raced that boat for six years. When we bought a cottage in Tawas, Michigan, I joined the Tawas Bay Yacht club where they had a fleet of nice little three-man boats called J-22s. I sold the Etchell and bought one of them. Again a new boat today would cost upwards of \$40,000 and I bought a good used boat for \$10,000 in 1998. The cost of the sails was not too bad, maybe \$2,000 a year to compete locally. I raced in that fleet for about six years until we moved across the state and bought a cottage on Traverse Bay. That was when I sold the J-22 and parted with my last piece of lead.

Through all those years I still raced my Wayfarer a couple of times a year. And, lo and behold, those were my favorite regattas. Hmm! Finally, if you compare the \$12,000 cost of the Hartley Wayfarer to a new Lightning for \$25,000 [a competitive used one costs about \$15,000] or a new Flying Dutchman for \$30,000, you are basically forced to buy the new Wayfarer.

In closing, I must say there is really no reason my wife needs to see this article.

Commodore Comments continued from page 1

Some of the recent logs written by USA sailors include:

- Tom Erickson's (W275 Possum) [Exploring Cape Cod's South Shore](#)
- Robert Mosher's (W3445) [After Killbear Sail on Georgian Bay](#) and
- Brandon McClintock's (W3576) [First Wayfarer Solo Overnighter](#) on the San Joaquin River.
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Annually the CWA reviews all logs submitted and awards the Ted Davis Trophy for the Best Cruise Log of the Year: Canada or US. For 2010, Robert Mosher of Michigan was awarded this trophy for his log that had the "best combined maps, photos and entertaining descriptions" Congratulations Robert!

CALLING ALL WAYFARERS - 2011 Events

- May 20-22 Wood Boat Regatta, Rock Hall Yacht Club, Rock Hall, Maryland*
- May 29-June 4 Chesapeake Cruise, Oxford, Maryland*
- June 10, 11&12 Chester River Race, and RHYC One Design Regatta, Rock Hall, Maryland*
- Aug 13-20 Apostle Islands Cruise Rally, Lake Superior shore of Wisconsin*
- Aug 20-27 North American Cruise Rally, Hermit Island, Maine*
- Sept 10-11 North American Championships at Lake Canandaigua or Toronto Sail & Canoe Club*
- Sept 24-25 USWA Nationals at Tim Dowling Memorial Regatta, Clark Lake, Michigan*

If you know about an Open event in your area, we can post the info here and on the website. For Wayfarer only racing/cruising events, visit www.uswayfarer.org Consolidated Racing/Cruising Schedule or contact: jheffernan@nc.rr.com.

USWA SKIMMER 2011-2

**United States Wayfarer Association
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