



# The Wayfarer SKIMMER

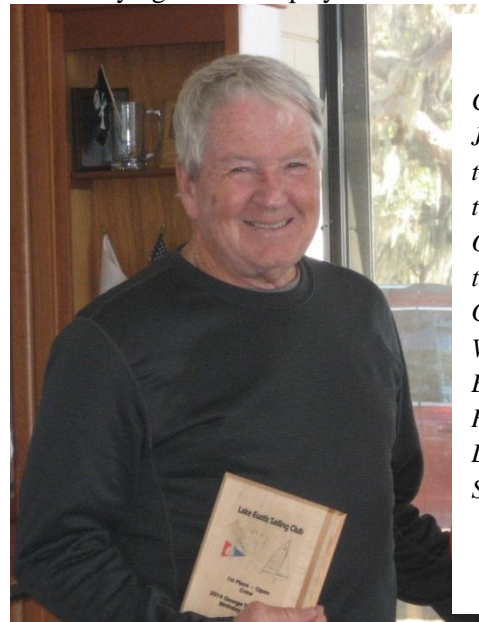
United States Wayfarer Association  
Spring 2014-1

## COMMODORE COMMENTS

*Jim Heffernan W1066, W2458*

What a winter! Even the hardy northerners are starting to complain as another “polar vortex” tries to spin out of control. How to escape? If you own a Wayfarer or have a friend with one, you recently hooked up the boat and headed to Florida to enjoy the hospitality at the Lake Eustis Sailing Club, the hub for Wayfarer sailing in the Deep South. As always we were welcomed by the local sailors and encouraged to spend as much time on the water as possible. I am adding a plug for next year since this is an experience that is most enjoyable in the dead of winter. For some of you it is a two day journey which may be tight for a one week vacation. However if two weeks are available then there are two racing weekends possible along with some local cruising on Lake Eustis or a camping trip to Fort DeSoto near St. Petersburg along with some sailing in the Gulf of Mexico. Of course there are the many attractions in the Orlando area which are only 45 minutes south of Lake Eustis.

This year the George Washington Birthday Regatta was held two weeks after the Midwinters so a number of sailors stayed on to participate. We were rewarded with comfortable winds and sunny skies as six Wayfarers competed in the event along with a large fleet of Flying Scots. Hope you can make it next year.



*Commodore Jim receives the first place trophy in the Open Class at this year's George Washington Birthday Regatta at Lake Eustis Sailing Club.*

## Midwinters XV Gets Rave Reviews from Wayfarers

*Al Schonborn W3854*

Sixteen Wayfarer teams came from far and near to this year's Wayfarer Midwinters hosted Friday 31 January through Sunday 2 February by the Lake Eustis Sailing Club as always. This year, our fleet was a unique and very successful mix of high end talent and beginners with the former giving freely of their time and expertise to coach the newer sailors.

At the experienced end of things, our freshly crowned World champions, Peter Rahn and son, Alex, from Montreal became the first reigning champs to take part in a Midwinters. Leading an eager challenge to the Rahns were the current North American champions, David Pugh and wife, Anne, ("guest workers" from England currently living up the road from Uncle Al in Oakville, Ontario) as well as 2012 Mids champion, Trevor Fisher, who again visited from Belfast, Ireland, this time with his crew, Emily Watt.

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USWA ANNUAL DUES		
Full membership	One year	\$20.00
Full membership	Three years	\$50.00
Associate Membership		\$15.00
Associate Membership is available to non-Wayfarer owners.		

## CLASSIC CHESAPEAKE CRUISE RETURNS

Cruising Secretary Report

*Dick Harrington W887*

.In May 2014 we will return to Crisfield, Maryland, on Maryland's remote eastern shore, as the starting point for this year's Chesapeake Cruise. This venue, dubbed the Tangier Sound Cruise, is a repeat of the original Chesapeake cruises which made up a triangular route from Crisfield to Smith Island to Tangier Island and back to Crisfield.

This year participants will be gathering at Somers Marina in Crisfield on Saturday, May 24. Early

Sunday we will sail to Pauli's Smith Island Marina, in Ewell, Smith Island. Weather permitting, on the following day there will be a day sail to Watts Island for a swim and enjoyable picnic on a marvelous and pristine white sandy beach that we have visited before. Watts Island, remote, and unspoiled, is an entrancingly beautiful wildlife sanctuary that will surely transport you to a whole different world. From Smith Island we will sail to Milton Park's Marina, on Tangier Island. Before returning to Crisfield, if the opportunity presents itself, we may take in a side trip to expand our explorations. Local dinghy sailor Dave Laux, a member of a group who call themselves the Shallow Water Sailors, once suggested we visit another delightful sandy cove located at the southern end of Cod Harbor. Cod Harbor is found at the extreme southern tip of Tangier Island. However, we must keep in mind that the precise order we follow getting to these various destinations remains undecided until arrival in Crisfield. That's when the weather outlook will be known and the best course for sailing the triangle formed by the three destinations will be easier to decide.

The three marinas we will be staying at are fully equipped with toilets and showers, are comfortable and the slip fees are inexpensive. The slips are designed for bigger boats yet pose no problem outside of a need for longer than usual dock lines. Smith Island suffered major damage from hurricane Sandy and while still rebuilding should still be able to handle us. Terrific seafood restaurants are but a short walk from the piers.

You'll love the low key and old time maritime environment experienced on the islands. The skipper tied up in the slip next to you will most likely be a waterman or possibly a sports fisherman. With a little luck we may have the chance to admire close up one of those beautiful Bay Skipjacks used for working the oyster beds during the winter. There are a couple fine restored Skipjacks to be seen at the Maritime Museum in St. Michaels and another fabulous beauty in the process of restoration at Scotts Cove Marina on Deal Island.

I and assuredly others will be sleeping on board our Wayfarers. There are limited B&B accommodations on Smith and Tangier Islands that have been taken advantage of in the past. However, this cruise is not designated as a B&B cruise. The reason is simple. We can't guarantee arriving at a designated destination as

planned in advance. To push for a particular destination under adverse sailing conditions can pose safety issues. Please keep that in mind. The risk is yours!

Presently nine boats have indicated interest in attending the cruise and many skippers are signed on alone so there may be room for some crew. Several participants have done this cruise before. They know the ropes and will be ready to jump in and help anyone. However, all participants need to have a properly founded boat and be experienced sailors prepared to sail in the rough conditions that the Chesapeake often offers up. By adhering to sound seamanship principles this cruise offers a rare opportunity for a sailing couple to share a really delightful adventure.

If you are interested in joining this event please contact me by email [rmharrington@sbcglobal.net](mailto:rmharrington@sbcglobal.net) and you can learn the latest developments of this Wayfarer adventure!

### **Cruising, Camping, Camaraderie**

Join the Wayfarer Sailing Family for  
the annual

North American Cruising Rally at  
Hermit Island, Maine

Saturday, August 16-Saturday 23, 2014.

Reserve your campsite at the Hermit Island family Campground located south of Bath, Maine. Fifteen to twenty Wayfarer families from USA and Canada are currently signed up

Contact Dick Harrington, Cruising Secretary for inclusion on the email distribution list for sharing information about this salt water sailing event.

[rmharrington@sbcglobal.net](mailto:rmharrington@sbcglobal.net).

### **A Boat that Should Be Named Snowstorm**

*Jesse and Carolyn Tate's First Midwinters*

*Lake Eustis, Florida, January 31-February 2*

Let me begin by giving a brief history of my Wayfarer experience, at least the experience prior to Wayfarer ownership. Wanted to do some camp cruising and my Melonseed wasn't big enough for the two of us. Began looking around and subscribed to "Dinghy Cruising" published in jolly old England. Discovered the Wayfarer that fit my other criteria - fits in my garage, older proven design still in production and big enough for two to sleep aboard uncomfortably. Read all the books, watched the video and found [uswayfarer.org](http://uswayfarer.org). This led to finding Jim & Linda Heffernan who invited me to come up to Chapel Hill, stay in their home, crew the Mayors Cup in a boat and skipper they provided. Keep in mind they didn't know me from Charles Manson. Nice folks!

So we raced, had fun, I fell about the boat a lot and I met more nice folks.

Carolyn, at this point just rolled her eyes until they were practically spinning out of her head at yet another sailboat I was considering. I let the Wayfarer begin to sink in to my sailing soul.

Fast forward to the Sunfish Distance Race in Norfolk in September 2013. Melonseeds were invited as were other designs; Buccaneers, Force 5's, Laser's, Flying Scots etc. We attended and finished the 11 mile race second to last out of about 60 boats. We were quite proud to have overtaken a Buccaneer that capsized just before the finish line. Worse yet, all the beer was gone at the awards ceremony by the time we got there. The best thing though was that Carolyn's competitive spirit kicked in, "Why are we last?" "Why is everyone so far ahead?" "What are YOU doing wrong?" (I love that one). Despite sailing the Melonseed, well she's just not a race boat. She is many very wonderful things but with two aboard, not very fast. Not to miss an excellent opportunity to strike I brought up the Wayfarer again. "Something we might want to consider," I said. The spin in Carolyn's eyes began to slow their rotation a bit.

Next, conversations with Marc Bennett began about THE BOAT. She's spec'd out and ordered with an anticipated arrival date around Christmas 2013 just in time to learn the ropes pre-Midwinters on the sunny lakes in our area where even in December and January it's seldom very cold for long. Then winter sets in with

historical record setting low temps and snow and ice of biblical proportions - everywhere. The world stops and our boat sits waiting for the world to thaw.....

Between snow storms, literally, Marc and I are able to meet just a few days before the Midwinters Regatta at Lake Eustis, Florida begins for Carolyn and me to take delivery of our Wayfarer. No shakedown cruise for Carolyn and me but as it turned out it was OK.

We head to Eustis on the Tuesday before Midwinters when "THE BIG SNOW/ICE STORM" is whacking the south. Since the forecast called for the I-95 corridor to get the worst of it we elected to take the I-85/I-75 route through Atlanta. The forecast was wrong. It took us 3 hours to get through Atlanta on ice covered I-285. A few hours after we got through Atlanta froze closed. Folks were stuck in their cars for days on the roads, babies were born in cars, mayhem everywhere - again, it was biblical! I must say however, we were very proud to be towing a sailboat through the mess of it all and thankful to be driving a Jeep. For the Wayfarer, the name "Snowstorm" began to take hold.

Despite previous forecasts of Eustis in the 70's and 80's we arrive in cloud covered rainy conditions in the 50's but the warmth of the great Wayfarer folks who greeted us more than made up for it. New Wayfarer friendships began to grow over the next several days and one of the best benefits of Wayfarer ownership began to show itself in a big way. The folks - VERY NICE FOLKS!

History of our Wayfarer ownership is over. Now it's the real deal.

The first day to rig the boat was a great lesson in keeping my mind active and my memory intact. I have had keelboats most of my life where there are just a few "strings" involved. Mainsheet strings and jib sheet strings and halyard strings, vang strings and maybe a few other strings. The Melonseed, a 13'9" dinghy (the builder refers to her as a gunning skiff) had one string, a mainsheet string. Now Marc did a great job of showing me how to rig the boat when I took delivery but most of it left my memory by the time I was in charge. So, here Carolyn and I are with a boat full of unconnected ropes that do stuff - important stuff. Some I remembered, and some I knew about because a sailboat rig is a sailboat rig no matter the boat. Feigning interest in what other folks were doing while they rigged I would casually visit their boats (mostly

Nick's) to see where all the strings went. Why I even had "twin" strings that pulled on other strings - something I had never had before and you've not lived until you deal with a continuous spinnaker halyard! The best part was when I loaded the mainsail on the boom the cringle wouldn't line up with the pin at the gooseneck (I really do know what that sentence means). I cussed, held my mouth in a variety of configurations trying to get it right and even had others review the situation for comment and help. Names withheld to protect the innocent. About that time Nick walks by. "Hey Nick, what's wrong with this? Why won't the pin go through?" I ask. Without missing a beat he replies, "Mainsail is in backwards" and continues on walking by chuckling a little. This sums it up a bit. Carolyn and I had the Wayfarer rigged in record time of about 3 hours. I have a lot to learn and remember!

So the sailing begins. Thursday's practice race we stayed to ourselves just feeling the boat. Friday we took cautious starts and learned we had a lot to learn about sailing a Wayfarer and racing technique. Because of the reasonably light air Carolyn and my conversation led to what would we do in a capsize. Many folks had commented about having capsized - I guess everyone has but I just knew I was far too good a sailor to capsize in these conditions. Our plan was to deliberately capsize in the summer's warm waters of Lake Hartwell back home and sort it out just like I did on my Hobiecat 40 years ago. Uhhmm - in the third race over we go not due to weather conditions but to an absolute mismanagement of a tack and mainsheet handling on my part. Had to admit, although a bit cold, it was fun and the Wayfarer drained quickly as advertised. Hats off to the rescue crew!



*Jesse and Carolyn quickly righted their new Wayfarer after its inaugural capsize on Friday of the Midwinters.*



Saturday was a slow go for us and by the time we got to the finish line it was gone as RC had pulled up stakes and headed for the barn/beer. Not to give up however we crossed an acorn floating in the water about where the pin had been. We might not be able to sail worth a toot but by golly we've got perseverance! And yes, a Wayfarer will paddle quite a distance.

Saturday night's party was a great event and the friendships deepened. One treat for us among many from the Wayfarer crowd was to get to know Emily Watt from Ireland. She introduced us to "Baby Guinness's" (I believe these will be enjoyed at Wayfarer events from now on) and we learned she was from an area in Ireland just a few miles from Carolyn's Lyle family who until 2005 we had not seen for 300 years. Small world. Nice folks!

Sunday. The sun comes out, the fog stays on the water and the wind is very absent. No races that day but after lunch and ceremonies the wind picks up a little so a bunch of us go out and fortunately Carolyn goes with Jim Heffernan and I with Uncle Al. Carolyn learns a lot from Jim and I do too from Uncle Al. I also learn other things from Uncle Al that most of you have had the privilege and entertainment to know by this time.

De-rigging and preparing the boat for the road. Another 3 hours at least. I have a lot to learn. For those considering a Wayfarer just know it's me and not the boat. For the experienced Wayfarer folks, go ahead, just laugh.....

So, we didn't name our boat Snowstorm, or Leon or Leona after the name of the winter storm, or Jack's Wolf or Strawberry Bitch, the B 24 bomber that my dad flew alongside in WWII, or any of the other names I teased Carolyn with. She'll be "Three Sisters" named after our three daughters. Actually, as our Wayfarer is our third sailboat named Three Sisters she'll be "Three Sisters III".

To sum up our experience in a few words. I don't know if the Wayfarer make the people or the people, Wayfarer crowd, make the boat but it has been a great experience and we have no question about our decision to join in. If you are considering a Wayfarer and are new to all this, look beyond the proven boat that stands on her own merits and take a good look at the Wayfarer sailors. Nice Folks!! If you decide to sail our way we hope to share a Baby Guinness with you someday.

Jesse & Carolyn

## Racing Single Handed

*Dave Hepting W2945*

Many Wayfarer sailors come to the annual February Regatta at Lake Eustis in Florida, taking advantage of the opportunity to sail in shorts in February. Some extend their trip into a longer vacation and also sail in some of our club races. There they encounter a Florida custom, single-handed Wayfarer racing.

Central Florida, unlike the Coasts, has no strong sailboat racing tradition, and the majority of our racing sailors are transplants, either retirees or transfers for employment reasons. Thus, finding crew can be even more of a problem than elsewhere. So the majority of our Wayfarer sailors single-hand.



*Dave Hepting at the helm of his Wayfarer 2945.*

Since many potential crew (i.e., spouses) believe that crew exist only to shield the skipper from spray and to take the blame for mistakes, the single-handed skipper loses these benefits, but, on the other hand, at least he/she knows who should receive the blame or credit (in my case, mostly the blame) for the boat's performance in the race.

In any boat there are various ways of doing things, but in case you want to try this interesting twist on our sport, here are some tips to try.

*Continued on page 8*

***2014 MIDWINTERS AT LESC START OUT SOGGY AND COLD***



*First Mid winters for Sarah Pedersen and brother Jim (above left), Ann and David Pugh (above right), Ken Butler and son, Ken (below left) and AnnMarie Covington. Mike Tighe, LESC member and former Wayfarer owner crewed for AnnMarie.*







*Top: Upwind & Downwind Concentration, Cynthia & Jim Best, and Skippers Trevor Fisher, Peter Rahn, Jim Heffernan, Cynthia Best.. Middle: All Smiles, Emily Watt & Trevor Fisher win first place, Cynthia Best & Michele Parish enjoy a post race beer. Bottom row: New Wayfarer owners, Carolyn & Jesse Tate listen attentively at Skippers meeting. New Mark IV Wayfarer owner Dave McCready with "old salt" Nick Seraphinoff placed second in Open Class at George Washington Birthday Regatta Thanks to Al Schonborn, Richard Kinnie, Mari Johnson, Jim Heffernan for photos.*



*Single Handed continued from page 5*

The obvious first problem is that you need one hand on the tiller, the other hand for the main sheet, and the other hand for the jib sheet. Well, we call it single-handing, but we strongly suggest you actually use both hands (and feet). When tacking, it is suggested that you first pull the lazy (unused) jib sheet tight and cleat it down. This keeps the jib sheet from flogging and getting caught on a cleat or some other object.

Next, unless the winds are light, let out the main sheet enough so that you will feel comfortable with it cleated down even if you get a puff at exactly the wrong time. Now tack and release the jib sheet with tension on it as it goes slack.

Trim in your jib as you come onto your new course. Now trim in your main and you are on your new course with the tiller extension in one hand and the main sheet in the other. If the wind is strong enough that you can't trim the jib with one hand, try holding the jib sheet and pushing down on the jib sheet with your foot to trim in.

Some people like to have a piece of shock cord run from the floorboard area (there is generally an eye in this area) to the tiller (add an eye) so that they can let go of the tiller as they pass in front of it during the tack.

Practice, of course, makes perfect on this maneuver.

Downwind: After rounding the windward mark, gybe or not and let out your main as usual, and pull up your centerboard.

None of our single-handers flies a spinnaker--in fact our crewed boats rarely do, hence the non-spinnaker class at our regatta.

Sailing wing and wing downwind, you will need a whisker pole. A spinnaker pole is about six inches too long for the jib to set well. You can use a commercially made whisker pole, or cheaply make one yourself. Most hardware or home improvement stores carry the parts. Buy a length of PVC pipe and cut to length. PVC end caps go on the end and can be fastened with a screw. Buy a length of threaded stainless steel rod and cut two lengths. One length is left straight and, in use, fits through the grommet on the jib where your jib sheet is attached. The end of the

other stainless steel length receives a 90 degree bend to fit through your spinnaker bail. The lengths go through holes in the PVC end caps and are held in place with nuts and washers on both sides of the holes in the end caps.

When setting a whisker pole, you will also need self-steering to hold the boat on course. This is just shock cord. You can loop a length through an eye on the floorboard area, which is simply hooked over the tiller to hold it in place. A second alternative, if you still have the wooden seats in the rear of the cockpit, is simply to loop shock cord horizontally around the seat slats. This method allows you to adjust the tiller left to right to balance the boat.

Once you have the boat set up and have worked out how to do each maneuver, it is a matter practicing until everything becomes second nature--in the same way that you automatically take your foot off the gas and put it on the brake as you approach a red light when driving--without thinking.

Even if you have regular and dependable crew, these are useful skills to develop for the times when your crew cannot be there.

*Tom Erickson's adventures along the south shore of Cape Cod continue.*

**Exploring Cape Cod's South Shore – Part III**

July 29-30, 2013

*Tom Erickson W275 Possum*

In fact I did go. Ideal conditions to sail to Martha's Vineyard, NWN wind at 10 – 15, allowed me to sail parallel to the coast on one tack, then angle to the south when the island came into view. A heading of 210 on a beam reach took me right into Edgartown harbor, a wide open bay which narrows quickly when approaching town. Where it narrows the wind gets funneled right through from the south. Within minutes it was gusting up to 25. I was way overcanvased to accomplish the delicate task of tacking up into the narrow, congested harbor. I tied up to a dock and put in a single reef and comfortably sailed to a restaurant dock where I could tie up and enjoy a crab cake sandwich and a beer. Edgartown harbor is delightful. Tiny three-car ferries run back and forth across the 100 yard wide channel to Chappaquiddick Island. Pleasure boats of all stripes pass by. Families swim and picnic on the beaches.

Now, approaching 5 o'clock it was time to find a place for the night. To the north and east of Edgartown is Cape Poge Bay, part of Chappaquiddick Island. It is a



shallow, quiet, protected bay about a mile in diameter. I found a secluded cove on the north end and anchored behind a sand bar in 3 feet of water (just enough not to ground this time). While enjoying coffee I heard trashing on the shore and looked up to find a quite large deer staring at me. We talked for awhile then he sauntered back into the thicket. A gentle breeze rocked me to sleep.



*Whether cruising or racing Tom is comfortable solo sailing a Wayfarer. At the Midwinters her skippered Uncle Al's beloved Wayfarer "Shades."*

The 18NM sail from Lewis Bay had taken about 4 hours. The trip home was to be a different story. All was well at 7AM as I sailed north out of Edgartown and around the tip of Chappaquiddick. But about halfway to the mainland the wind completely died (a very rare occurrence around here). For almost two hours I bobbed on the wake of passing fishing boats and high speed ferries. The incoming tide made matters worse by pushing me right back where I'd come from. I watched in frustration as lobster buoys swirled passed me. For lack of anything else to do I rowed for awhile. Eventually the wind shifted and picked up to about 5-10 from the S and I arrived back in Lewis Bay around 3pm, a long, but thoroughly enjoyable day of sailing.

So if I could sail to MV, why not Nantucket? The 20NM sail would be due S from Lewis Bay. If I had two days of the usual SW wind the trip over would be one upwind tack and the ride home would be a thrilling ride with the wind just abaft the beam. This one will have to wait until next summer!

# Hans Gottschling

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**XV Midwinters, Lake Eustis Sailing Club,  
31st Jan - 2nd Feb, 2014**  
*Trevor Fisher offers some thoughts... Or, to put it  
another way, trying to practice what I preach!*

I have raced at LESC on two occasions, in a range of conditions, and reckon that the organization, from catering, pre-event info, race team, safety etc. is second to none. Add this to the welcome that I have received both times and all the ingredients are there for very successful sailing. On both occasions, the race team made the most of the conditions, this year managing three races on Day 1 and a single race on Day 2, in conditions that many race teams would have not been able to cope with. In this part of the world, it is common for race teams to be pretty risk-averse, and spend a long time waiting for the wind to settle, before getting a race off. On Day 2 of the Midwinters this year, I believe they did as well as anyone could have done, managing to get a race in, in what were very challenging, light winds. Many a team would have hidden under an 'AP' before abandoning for the day. Well done, LESC!

As far as the racing goes, I always try to put across the idea that the crew that makes the fewest mistakes generally comes out on top. Emily and I tried to eliminate as many mistakes as we could, but there were some things that we had no control over, and that were going to slow us down slightly. We were definitely a bit rusty, having not been in a dinghy since the start of October. Our tacking technique wasn't great, so I tried to avoid tacking as much as possible. Unless we had a really solid roll tack, we were going to lose ground on every single tack and in light conditions, with potentially very close racing, that could lead to big losses. In race one, there were probably only four or five boat lengths between 1st and 3rd, in race 2

probably one boat length between 1st and 2nd, so small margins can make a big difference.

We were going to be sailing W 10682, a Mk4 Hartley Wayfarer. I had sailed this boat previously, and was very comfortable with it. The one area that I wasn't so sure about were the sails, as although they were in pretty good condition, I had very little experience of using them. Uncle Al kindly lent me a suit of McNamaras - I had always raced with 'Macs' on my three previous boats, and know how they perform, so was very grateful for the loan.

Wayfarers are quite big, and relatively heavy boats, so a key priority was going to be getting the boat moving, and once moving, try to keep moving, in the right direction. This would mean less tacking, always trying to go for the favoured side of the course and keeping flow attached to the sails. We quite often found that when we were sailing near other boats, we weren't pointing as high, but that we had really good speed. I did a number of things which I believe helped us in this regard. I sailed with slightly less rig tension than I would normally use, and on Day 1, sailed with no chocks in front of the mast. As Uncle Al observed, our mast probably had more pre-bend than most – perhaps too much - but our speed didn't seem to suffer. There would have been even more prebend with more rig tension. If the wind had come up at all, we probably would have struggled for power. In the really light winds, I also ensured that the luff of the main wasn't bar-taut. I hoisted the main tight to the top of the mast, and then released it about half an inch, just to ensure it wasn't overtensioned.

The only adjustment I made to the rig before the race was to rake the mast slightly. It was raked quite far forward, so I moved it to the recommended forward end of the range. If the forecast was for more wind, I would have raked it back further.

I moved the jib leads back a hole, to open up the slot and keep the flow attached to the main. Opening the slot gives a bigger margin for error, but does mean that we weren't pointing as high as other boats. Emily also ensured that the jib was never oversheeted. On the Mk4, this meant that it was rarely pulled in tighter than the groove in the foredeck. When the wind did pick up, she sheeted in harder and we moved the leads forward again. It is really easy in light winds to oversheet the jib, completely stalling the sails and stopping the boat. If in doubt, ease the sheets!

One area where it is important to keep speed up, is pre-start. Peter and Alex Rahn did a really good job of

completely stuffing us at one start, so as the fleet sailed away, we watched them from a completely stopped Wayfarer. In that situation it would have been very easy to take a big risk and go off out to one side or another, but we decided to 'do the right thing' getting clear air as much as possible, keeping the boat moving and letting others make mistakes. In that race, we ended up taking second, behind David and Anne Pugh. In all other races, we managed to have clear air and be moving well, in the right direction. At each start I was just trying to ensure that I got away in clear air, with the ability to tack and cross the fleet on the first heading shift. We weren't always in the prime location on the line, but I reasoned that if we were at least moving well, we could get a jump on others who were fighting for prime position. It seemed to work.

As far as the mainsheet goes, I never oversheeted. I adjusted the bridle quite a lot, and depending on the wind strength, had the main anywhere between block to block and three or four inches off the centreline. Again, as the wind increased, I would bring the boom in to the centreline and adjust the bridle so that when the main was block to block, the top tell tale on the leech of the main was on the point of breaking. If/when the main felt like it was stalling (just not working) we would ease both sheets, foot off slightly for speed and then work back up closer to the wind, without ever getting into 'pointing gear'. The two controls which I never used during the regatta were the vang and cunningham (downhaul). I would only use the downhaul when overpowered upwind, and that never happened during the regatta. Similarly, I wouldn't use the vang, until the wind increased beyond the point where both Emily and I were fully hiking out, the main was block to block on the centreline and the top telltale was starting to break. I would then ease the main to keep the boat flat and moving, and pull the vang in until the top telltale started to break. This never happened during the regatta! The vang was also slack downwind.

This year, there was a bit of a lottery on the Saturday race! One of the most revealing parts of the weekend was the 'press conference', when the top MC Scow sailors were asked about their race. To a person, they all said that they had planned to go left on the first beat. I had planned this too, as one of the golden rules is that in light or dying winds, on a lake, there is generally more wind close to shore. Before the race this seemed to be the case and at the start, I headed off on starboard, hoping for an increase in wind strength. Very quickly, it became obvious that the boats that had

gone right (Cynthia and Jim Best, Izak Kielmovitch/Bill Hemphill, Jim Heffernan/Jim McIntyre and Nick Seraphinoff/Craig Yates) all seemed to be in a streak of wind. I tacked across as soon as I could to get into this wind and managed not to lose too much ground. The Pughs on the other hand, continued towards the shore in a dying wind and ended up struggling to get back in touch with the fleet. The top Scows all changed their plan on the evidence of the Wayfarers going right and three of those Scows managed to pull out a huge lead on the rest of their fleet.

Downwind, we tried to keep flow attached to the sails, generally easier on the reach. On the runs, we broad reached, sailing lower when the wind increased slightly. On the run in the final race, we had a large fleet of Scows upwind and although we were sailing on a broad reach in very light conditions, I made the decision to drop the spinnaker and concentrate on keeping the boat reaching. This was probably not the smartest thing to do, but I felt that I was not doing too well at keeping the spinnaker flying and every time it dropped, I seemed to stop. I reasoned that if I had no spinnaker to worry about, I could sail the last 100 yards to the leeward gate without losing any ground. In the event, it seemed to work and having committed to the right hand side of the gate, we managed to be first to the next streak of wind.

Overall, I believe we never made any huge mistakes. We had one bad start, where I managed to stop the boat on the line and be left behind by the fleet. I misjudged a gybe on one of the runs, letting Peter and Alex past, which I should have avoided, and as I said previously, our tacking was pretty poor! We made lots of other mistakes, never getting great starts, never pointing really high, quite often not being the fastest boat, but overall we were very happy with our performance.

If the wind had increased, our focus would have been on keeping the boat flat, using the vang more upwind and concentrating on keeping boat speed up.

These are all thoughts that I had. Perhaps some of them are 'wrong' or don't make sense, but I was happy with most our decisions on boat tune and strategy. As I mentioned, you should be comfortable with your reasoning about avoiding mistakes. There is no point doing something if you don't believe it will work. If somebody told me that increasing rig tension, sheeting in hard, using the vang or sailing heeled were good for light wind sailing, I would need to be able to reason 'why?' If I couldn't reason why, I probably wouldn't do it, but would do what I felt happy with in my own mind.

As Dr. Stuart Walker says, in light winds you need courage to go with your convictions, in medium winds you need boat speed and in strong winds you need great boat handling (keep the boat under you!).

#### *Mids XV Report continued from page 1*

Four new Midwinters teams were also warmly welcomed. Coming all the way from Idaho was Sarah Pedersen who is taking over the helm of the lovely wooden W8705 built by her late father, Frank. Crewing for Sarah was her brother, Jim, from Charlotte, NC. Newer to Wayfarers and also sailing their first Midwinters - all from the Carolinas - were Ken Butler and his son, Ken Jr. as well as AnnMarie Covington from the Lake Townsend Yacht Club in Greensboro, NC, plus the newest of our new, sailing W10979 out of Greenville, South Carolina: Jesse Tate and his wife, Carolyn.

For Uncle Al's complete report as well as results, visit CWA website: [www.wayfarer-canada.org](http://www.wayfarer-canada.org).



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***Calling All Wayfarers  
2014***

May 17	Lake Lansing Wayfarer/CL Regatta	East Lansing, Michigan
May 25-30	Chesapeake Bay Cruise	Crisfield, Maryland
May 30-June 1	Bayview One Design, Bayview Yacht Club	Detroit, Michigan
June 7-8	Mayor's Cup, Lake Townsend Yacht Club	Greensboro, North Carolina
June 14-15	NC Governor's Cup, Carolina Sailing Club	Kerr Lake, North Carolina
June 20-22	Chester River Race/Rock Hall Regatta	Rock Hall, Maryland
August 16-23	Cruising Rally at Hermit Island	Small Point, Maine
August 23-24	Blackbeard SC One Design Regatta	New Bern, North Carolina
Sept 6-7	US Nationals, Tawas Bay Yacht Club	East Tawas, MI
Sept 20-21	North Americans, Clark Lake YC	Clark Lake, MI
Oct 24-26	HOT III Regatta, Lake Townsend YC	Greensboro, NC
Nov 1-2	Old Brown Dog Regatta, Catawba YC	Charlotte, NC

*For more information contact Jim Heffernan, [jheffernan@nc.rr.com](mailto:jheffernan@nc.rr.com)*

*If you know of an Open Handicap event in your area where Wayfarers can participate, we can post the info here and on the Racing Schedule.*

**USWA SKIMMER 2014-1**

**United States Wayfarer Association  
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***NEW LABEL!!! Please note your boat number and  
check if your dues are current.  
Thank you to our members for supporting the USWA!***