



# The Wayfarer **SKIMMER**

United States Wayfarer Association  
Fall 2018-3

## COMMODORE COMMENTS

*Jim Heffernan W1066, W2458*

The Hermit Island Rally was again enjoyed by many US and Canadian sailors. I missed it this year and while reading through “North Is That Way” by Pat Kuntz I was immediately reminded of how superb the location is for Wayfarer adventures and what fun the cruising rallies provide. The next rally will be at Killbear Provincial Park in Canada. The trees and rocks are similar to Maine however there are no nine foot tides, currents, gentle ocean swells or tasty lobsters. What is there is though is locally caught and smoked lake trout that is good with any meal. See you there next August.

Gary Hirsch has been our USWA Treasurer for the past five years and is now stepping down. He modernized our accounting and billing system and even helped out the Wayfarer International Committee for awhile. We owe him many thanks for the work he did even after he sold his beautiful wood Wayfarer Soljie, and bought a trimaran that suited his penchant for long distance cruise/racing.

Michelle Parish who sails on the Mark IV, *Black Skimmer* will take over the Treasurer duties, a post she previously held before Gary. We are grateful to have continuity in this important position. She and her Skipper, Richard Johnson, live on a creek in Oriental NC. Although the Florence storm surge flooded the whole area, having a house on stilts mitigated the serious damage.

Let the Skimmer Editor know about your stories of cruising, get-togethers, local racing in areas where there are no organized Fleets and any adventuring you do in your Wayfarers. And include pictures!

## “North is That Way”

Recollections of a “First Timer” at Hermit Island  
*by Pat Kuntz W11135*

The 2018 Wayfarer North American Rally took place at the Hermit Island Campground in Phippsburg Maine, August 18-25. It was attended by 45 people, give or take, depending on the day, as many could not stay the entire week. We enjoyed lovely conditions, warm and breezy, with one rainy day which allowed for tinkering, fiddling, or repairing boats, trailers, or cars.

I’m not sure if a “first time” recollection has been published in the SKIMMER, but given the fog (my brain fog), that persisted throughout the week; I thought I’d share a few observations.

The title is in recognition of and appreciation for Katrina Idelman. That statement, and “It’s called the Branch”, finally put me in the frame of mind of “You’re not in Eustis anymore”. I was unprepared to be so unprepared. I learned that “getting there” (open water), required “getting through” the Branch, and its’ winds with shifts, bounces, and turbulence, all the while maneuvering around moored fishing and pleasure boats. And the tides. And, of course, running aground completed the picture. This is the part where I also recognize Nell Graefe, who suggested that, given the fact that I had no motor, a mooring ball might not be a good idea for me. Her explanation, “Well, we’ve been here before,” was quite convincing. Disaster avoided.

And then, there’s Hazel Hewitt. I took the chance that she might be available to crew when I saw the attendee list, and I jumped at the chance to recruit her at the first skipper’s meeting. She brought understanding, and therefore skill and response to the shifty conditions in

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**Continuation of Hermit Island Rally**

the Branch, and the challenges of the stronger winds that filled in during the afternoons.

The sailing was amazing, with many destinations frequented at previous Hermit Island Rallies. Sunday was a cruise to Cundy’s Harbor for a visit to Holbrok’s Restaurant for, yes, the best, Lobster Roll. Ever. We reefed for the return trip and actually welcomed the shelter, shifty shelter, of the Branch.

On Monday I sailed with Tom Ericson to the Elm Islands. Enough said, Tom is the consummate cruiser and the journey was pure joy. It was during lunch on the island that we met Rosie, who approached Tom and after a short discussion it was determined that she had raced in Tom’s boat in Toronto in the 1995 Wayfarer Worlds. She recognized the sail number and recalled

many of the details of the boat. It was a great moment. Rosie was sailing with Guy Polyblank, who attended with his CL16 that had been converted to a small cabin cruiser. Very cool with beautiful workmanship. I hope someone has pictures.



Tuesday was a beach day, with a sail to the east end of the island and then a long hike along the coast. My favorite sail day. That evening was the lobster bake/black tie event held at the pavilion which proved as lovely as any I’ve experienced at my previous 5 rallies. Thanks to our cooks, Tom Graefe, Bruce Idelman and Kit Wallace. Wednesday was the rain day, and I will spare the reader the story of fixing a road base. Ugh...

Thursday was our last sailing day, with winds predicted to increase in strength during the afternoon. Our plan to return to Cundy’s Harbor was abandoned when Hazel and I realized we had not practiced reefing on the water. We recognized that we were already sailing at the top of our comfort range and didn’t want to try *more*. Instead, we sailed around Small Point Harbor, visiting countless seals (almost as cute and sweet as the porpoises in the Gulf of Mexico), and approaching different beaches before turning around and heading out. The return to the slip was very challenging, with the strong current adding to the difficulties. It was good to be tied up to the dock. And, I know, time to improve my game.

Thursday night was dinner out at Sebasco Harbor Resort; a lovely meal and evening. Friday, time to pull the boat and start the packing, and then an early start on Saturday.

Once I let go of my frustrations with my struggles I realized that I want to go back, to try again, and to respond more, react less. It's the Branch, and it defines its character. It's best to respect it, to understand and accept it, in order to (maybe) sail it.  
Or buy a motor...

### Wayfarer International Rally 2018

*By Merrin Froggett, UKWA Editor*

Wayfarer sailors from eight nations gathered in Norfolk September 7-13 for the Wayfarer International Rally 2018. Organiser and UK Wayfarer International Committee representative, Ralph Roberts, saw his target of 100 participants exceeded as 114 people took to the water in the fleet of 40 Wayfarers, one Norfolk half-decker and a cruiser making this the biggest ever Wayfarer International Rally.

It was a fitting climax to the season in which the centenary of designer Ian Proctor is being celebrated coinciding with the 60th anniversary of his design for the Wayfarer.

Sailors from USA, Canada, Netherlands, Denmark, Poland and France joined with those from Ireland and the UK to experience the wetland habitat of the Norfolk Broads. The fleet relished the challenges presented by sailing twisting, narrow and reed lined rivers, tidal flows, low bridges, river traffic and sudden wind gusts between trees and buildings.

Comments were made that Broads sailing requires a high level of skill, persistence and patience as well as quick reactions. Many of the Wayfarer sailors had never tacked quite so much and felt that their tacking skills were well honed by the end of the week.

The event was based at Clippesby Hall and boats were berthed at Thurne. A selection of destinations each day ensured that the fleet dispersed but that the UKWA members and the visitors could enjoy sailing in company and sharing insights and experiences. Westerly winds made for fast passages to Hickling Broad and Horsey Mere but required determination (or a motor) for the return.

Some boats went down to Stokesby and swept back on the flood tide. Many snaked up the River Ant to How Hill visiting the wherry Hathor or went for a spin on Barton Broad. A succession of destination broads and villages along the River Bure made for shorter trips and cultural visits while most people visited Ludham Village and enjoyed the heritage of Hunter's Yard at some time.

Norfolk pubs were particularly popular with the overseas visitors looking for authentic experiences and warm beer.

Off the water, a hog roast and a talk by a Broads Authority ranger kicked off the week which was followed by music making led by the Danish delegation. Michael McNamara came to demonstrate how to get the most out of your cruising boat and then hosted two evenings at his sail loft making up and finishing a Wayfarer genoa each time.

An evening of foot tapping music was provided by the Shanty Buoys from Lowestoft and the week ended with a dinner at Dunstan Hall, Norwich to which transport was provided by two Routemaster buses.

We were delighted to be joined by Ian Proctor's son Roger, who spoke about his father and his remarkable lifetime designing boats and also presented special centenary awards to three Wayfarers who have made the Wayfarer Class or the International Wayfarer organisation and rallies the success they are today.

### "Current Events" on the Neuse River

Blackbeard SC One Design

August 25, 26 2018

*By Uwe Heine W10978*



*Jerry Thompson captures close start by 6 Wayfarers.*

As an inland lake sailor I have not had much experience sailing in current. At this year's Blackbeard Sailing Club One Design Regatta the current on the Neuse River definitely affected the sailing and the outcome of the races.

BSC is a great venue and their annual one design regatta in August is a fun event and this year included eight Wayfarers, along with Flying Scots, San Juan 21s, Sunfish, Tanzer 16s, and an open class. The location is on the Neuse River just east of New Bern, North Carolina, where the river opens up into a two

mile wide expanse perfect for sailing boats both large and small.

The weekend forecast was light to moderate winds out of the northeast on Saturday with diminishing winds on Sunday out of the north-northwest. Bill Jarvis, the seasoned PRO, had set up a windward leeward two-lap race out in the middle of the river with a dogleg turn at the leeward mark for the finish. This is a great arrangement for keeping the finishing boats away from the starting area when there are multiple class starts.

Sailing out to do our check-in I noticed that the signal boat at anchor was pointed to the left of the wind, indicating some current. With the wind out of the Northeast and the current flowing to the southeast, the starboard tack boats would be sailing almost directly into the current at the start. In the Flying Scot race we watched local top notch racer Joe Brake, sailing his with his 7-year-old son Beau, tack onto port towards the shore. So our plan solidified. As soon as we cleared the bow of the signal boat we tacked to port. The rest of the fleet continued on starboard tack - an unsettling feeling as we sailed off alone! As we got into the shallower water on the right side of the course the wind shifted to the right. Unbeknownst to us this was the onset of a persistent shift to the right that would prevail that day. This was pure luck for us, with our decision to avoid current putting us in perfect position for the new wind direction. We passed the windward mark with no Wayfarers near us and we had caught up to the Flying Scots who had started 6 minutes before us! We took the same route on the second windward leg and finished several minutes ahead of the fleet.

For the second race we followed the same strategy. Not surprisingly, the rest of the fleet went to the right with us and Jim Heffernan in *Morning Star* was right on our hip. . A local disturbance built up and in the middle of the second race some fairly heavy rain fell but thankfully there were no squall winds or lightning so we sailed on. We crossed the finish in 2<sup>nd</sup> place.

Race three saw the clouds dissipate, but the eastward wind shift continued. Heading right for the upwind and down the middle for the downwind runs continued to pay off and we were ahead as we rounded the windward mark with Jim Heffernan, Richard Johnson, and Anne-Marie Covington close behind. Heading downwind on a close reach with the spinnaker pole all the way forward we needed to pass a slower Tanzer that was sailing without a spinnaker. Heading up to roll past the Tanzer luffed the spinnaker and I was concerned the Tanzer would defend her air and luff me

up further, so we attempted to pass to leeward. On a beam reach the Tanzer created a wall of dead air that we could not punch through. Meanwhile Jim, slightly to windward, sailed merrily by us in clear air! The other two Wayfarers were also moving up right behind Jim so I took our only option and luffed up hard, spinnaker flapping like a flag, and crossed the transom of the Tanzer. We took our number 2 spot in line ahead of Richard and AnnMarie just barely in time and sailed to the finish in clean air behind Jim. Lesson learned!



*Nancy Collins and Uwe Heine*

Sunday morning we saw that in the second race the winning Wayfarer was OCS and now our score was 1, 1, 2. The pressure was really on to not blow our lead! The forecast for Sunday looked dismal but turned out to be a steady 5-7 knots. in cooler temperatures. Wind and current were both moving in the same direction and as yesterday going to the right took you away from the channel and current. We had a good start on the first race and once again that pesky Jim was right behind us keeping us on our toes doing some defensive sailing! We held our lead in spite of boats attacking from behind on the downwind run. Another first!. Amazing! The second race was similar, no wind shifts, beautiful steady breeze, and a closely packed group of competitive Wayfarers. We noticed the “new guy” Joe David, an accomplished sailor who was racing a Wayfarer for the first time, was doing really well and had managed to pass Jim. This was despite having borrowed a baggy old set of sails for the beautiful wooden boat that Richard Johnson and Michele Parrish had restored. It’s clearly a fast boat in the right hands. (I think still for sale. If you are interested contact Richard Johnson).

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The last race of the day we didn't have a great start and rounded the windward mark of the one lap race in 4<sup>th</sup> place but not too far behind. We had Black Skimmer right behind us, trying to get on our wind and pass so we heated up our angle and tried to stay out from under them. This turned out to be a good thing as going right on the downwind put you in the favorable current and sailing hot kept the spinnaker pulling nicely. We were going faster than the three lead boats (Jim, Joe David, and Phil Leonard) that were closer to shore! We took this course way out into the river and I avoided my usual mistake of jibing too early and having to sail a deep course. Coming in at a good angle we had clean air while the lead boats were being attacked from behind. We dropped our spinnaker and hit the turning mark on a beam reach with good speed and finished first! Unbelievable. After racing with my wife Nancy for about 12 years we are getting better and have our bright moments, but consistency has not been our strong suit. Nancy's crew work is excellent but I still make a lot of mistakes in tactics and boat handling. This weekend we made few mistakes, made some good calls regarding river current, and had lady luck on our side with the wind shifts. We'll remember this one for a long time!

**A FEW WORDS ON HURRICANE FLORENCE**

*Richard Johnson W10873*

Several weeks after Uwe & Nancy took the 2018 Blackbeard One Design by storm, Florence arrived to try her hand. She was subtle, wobbling a little north, then a little south and then north again. Approaching land as a tropical storm building to a Cat 4 then making landfall as a sly Cat 1 with a Cat 4 surge under her skirts. And she was taking her own sweet time, like a debutante, in a receiving line. You can imagine mother nature saying, "Florence, honey, child, don't you have someplace you need to be?" and Florence would reply, "Momma I'm coming but I got just a few more things I gotta do." And she did them.

For those of us who choose to live dangerously it was sobering. Evacuating, checking NOAA, Weather Underground, and Windy every fifteen minutes, and waiting. In the end, that not more were hurt, that anything was left standing, that we had homes to go back to, most of us, if not somewhat wet, was astounding. 9.5 feet of Surge in Oriental. The Blackbeard Sailing club had 6.5 feet of water under the club house, 3.5 feet more than Irene, the previous *bete noir* of the Eastern NC Weather World. At Blackbeard boats were tossed from one side of the dock to the other, only to sink. A recently refurbished New York 40 rests half sunk with a piling piercing her bow. Any structure within the fence at Blackbeard was pushed to the very back entrance fence. The 27' sailboat which usually is to *Black Skimmer's* starboard side was smashed against the fence, off her trailer. Meaning that, if *Black Skimmer* had been there, she would have been crushed. Dock boxes were strewn everywhere, some with their mucky contents inside, most without. Boats heeled over, lying on the ground, were no reason for interest. While moving a dock box, I tripped over my grey travel cover, covered by leaves. I found my bow line, red and white, with end whipped with dental floss, near the back of the property. I found my Hartley Laminates sail bags near the water front. None were remotely near where my dock box had been. My red bottom cover is still missing.

Florence had a wicked sense of humor. TownDocks.net featured a photo of a boat, about 33 feet long, a full keel cruising sailboat, sitting properly upright on top of the dock in downtown Oriental. I drove down to see it, just to be sure it was real. You can imagine Florence saying, "Momma I'm done here, I'm coming now." And she was.

**20<sup>th</sup> North American Wayfarer Rally**

**The venue: Killbear Provincial Park,  
Georgian Bay, Ontario**

**The week: August 10-17, 2019**

**Booking of campsites opens six months in advance. (February 2019).**

**CWA Cruising Secretary Alan Asselstine will send out email updates. If you are not on Alan's list from previous rallies, please send him your email.**

**Alan Asselstine at [majam41@gmail.com](mailto:majam41@gmail.com).**

**Maine Memories from 2018 Hermit Island**

For this year's 60th anniversary, Tom Graefe created and sewed a commemorative pennant for each family.





Always popular is the Black Tie and Lobster Bake Party!

Selfie by Sean Ring surrounded by son Quinn, Stewart Adams and Anneleis Groen and nephew Calvin Groen.

David Coombs shows a different attack on eating lobster!

*photo by Robin Allardyce*

Below: Wayfarers berthed at Thurne, Norfolk, UK.

*Photo by Margie McKelvey*

Page 6

Top, Morning meeting with Tom as Bill Harkins and Margie McKelvey give full attention.

Center, Monday's sail to Elm Island with picnic on the rocks.

Bottom, Entering the formidable Branch .

*All photos on page 6 by Bruce Idleman*



Photo shows the improved mast catching sling that Chip Cunningham designed to lower the mast while on the water.

He explains the steps to follow in his article ***“Shooting Bridges, Power Lines and Low Trees.”*** (page 8-9)

## Shooting Bridges, Power Lines and Low Trees

By Chip Cunningham W 1321

Repeat after me: *Cha-sta va-ma-boo ji-lo!*

. . . and you're under. Well, there's a bit more to it than that. But a fourth generation mast-catching sling has finally made shooting bridges, power lines, and low trees a predictable process for the cruising Wayfarer, even singlehanded.

There were major problems with the previous transom-mounted mast-catching devices. They fouled the mainsheet; the mainsail was not neatly contained; and the boom always caused some kind of trouble—all leading to big problems. This current method uses a rope sling suspended over two posts. The removable posts slip into brackets mounted on the front of the rear flotation chamber bulkhead. They are set as far outboard as the side decks will allow. The rope sling itself is a small line which runs through holes at the top of the posts. The line clips at each end to small attachment loops on the side deck just inboard of the rub rail. Without running the sling line back down to the deck, the weight of the mast and boom would require very stout posts. It turns out that the attachment loops are handy for hanging a rear fender when docked. (Barberhauler leads are a good place to hang a forward fender.)

This system allows *Solje* to pass under an obstacle 3 1/2 feet above the water.

You might think I am being too cute with the mumbo-jumbo in this article's title, but the pressure can sometimes be on. You really don't want anything to hang up when you're being blown toward a bridge or powerline. So the incantation is a serious checklist to guide and remind the, perhaps, anxious sailor. The sling works great. The trick now is to eliminate operator error. It goes like this.

Well before the obstacle, without greatly committing yourself, you can:

- Install the sling posts in the brackets and attach the sling ends to the loops. It is optimistically assumed that this step is so obvious it will not be forgotten and does not need a mnemonic syllable. Maybe that's a mistake. The posts are short enough to not interfere with the boom or mainsheet, and they are far enough outboard that they only limit the tiller arc a little so you still sail normally.
- **Cha** This step was originally a reminder to remove the mast chocks. But experience has since expanded its meaning to "clear" the area ahead of the foot of the mast where it will swing as it's lowered. Common obstructions include life vests, bailing buckets, beer coolers. The reminder **Cha** now also means "check" the overall situation one more time—other boats, buoys, overhanging trees, a quick look at your own boat with an eye to the upcoming task, and of course winds and currents. Accurate prediction of your direction and rate of drift will allow you to more finely time the approach which leads to a more elegant shot. Finally, "charge" (as in "instruct") your crew if you have one, or "check" (as in "stop") the tiller if you don't. Singlehanded you are definitely going to need a way to manage the tiller..
- **Sta** Put enough tension on the jib halyard so that you can untie the forestay from the stemhead. Retie the forestay against the mast to keep it orderly.

At this point in your approach if you don't like what is happening, sail away from the obstacle. The next steps increasingly compromise the sailing ability of the boat.

- **Va** Remove the **vang** from the foot of the mast. Leave it attached to the boom. If the vang is left on the mast you will discover at the worst possible moment that the mast will not drop very far. Believe me.
- **Ma** Loosen the **mainsail** and drop it just enough to allow the boom to be removed. As the main is dropped, guide the aft end of the **boom** into the sling.
- **Boo** Remove the **boom** from the gooseneck. If the boom is left on the gooseneck you will discover at the worst possible moment that the mast will not drop very far. You can believe me on this one too.

So then, here we go. . .

- **Ji** Let the **jib halyard** go free.
- **Lo Lower** the mast into the sling. Gather the main so that it is held down under the mast. Let me mention here that *Solje* came with Hirsch blocks in her forestay. The two pulleys are in a gun block configuration. The Hirsching line through them leads back through the splashboard and through a jam cleat. I don't have to undo the forestay or muscle the mast. I just pay the line through the blocks. It's a very handy way to ease and control lowering and raising the mast. I strongly suggest that if you plan to do much shooting you Hirsch your forestay.

At this point if things go badly wrong I would look to the paddle. I might choose a strategic capsizing to avoid hitting a bridge. I would gladly choose one to avoid hitting a power line.

Shooting with the wind is a little nerve wracking on the approach to the obstacle, but once the mast is down, all you have to do is steer and drift under. Against the wind paddling is the ticket. If you do not have crew to press into service, you can make controlled headway even in strong winds by locking the tiller amidships and paddling from a position straddling the bow. From there it is easy to steer by paddling on either side, and if need be, it allows strong draw or pry strokes in either direction. Anchor past the obstacle and pull the rig up, or paddle far enough beyond that you don't drift back into it before you're under sail again.

Raising the rig involves, as you might guess, **Ra-ji boo-ma-va sta-cha**, with **Ra** being **raise**, of course. Think of **Ra** as meaning "raise the board" first and then "raise the mast." Raising the board almost always seems to calm things.

Standing at the tabernacle looking aft. *Solje*'s mast is wood painted white. It is on top of the mainsail which has the boom underneath. The jib lays alongside port. Everything is held off the rear deck and clear of the tiller by the black sling line running through the tops of the two posts. The posts drop into brackets on the face of the aft flotation chamber. The ends of the sling attach with clips to loops on the side decks. The width of the sling helps with catching and holding the mainsail in wind. (see photo on page 7)

This is all there is to the sling itself.



This is *Solje*'s Hirsch forestay gun block arrangement. The jam cleat is next to the mast beyond the splashboard.

**2018 International Rally Expands  
Wayfarer Experiences  
Margie McKelvey W1069, W2526**

What do you call a vintage double-decker bus full of group of sailors from Canada, the States, Britain, Ireland, France, Denmark, Holland, and Poland all singing “Blowing in the Wind?” Answer — the spirit of the 2018 International Wayfarer Rally on the Norfolk Broads in East Anglia. (Please see the accompanying article by UK Wayfarer Association magazine editor Merrin Froggrett.)

The week of sailing in a flat, large network of narrow rivers and “broads” (smallish lakes/ponds where the rivers widen a bit) created by centuries of digging peat to heat homes was a real treat and a real change of pace for us North Americans — Pat Kuntz (W11135), John and Denise Cadman (W9738 and also UK citizens), Alan and Mary Asselstine (W7346), Kit and Mark Wallace (W994), and Bill Harkins and Margie McKelvey (W1069/2526). The winds were not always steady as trees that have grown up over the years of silting created shifts in direction. There were currents (some tidal) but no waves. Reaching some destinations required lowering the masts and ducking under bridges, including one from the year 1385! Ninety-nine percent of the Wayfarers had motors. We had to be constantly on watch for the “hire boats” which included some lovely old Broads’s sailboats but which were primarily very large floating motor homes. The hire boats were, on the whole, very disciplined about the rules of the road — keep to the right when under power. While the Brits still drive on the left, even the London tube urges people to stand to the right on the escalators. ???

The accommodations were a cut well above even “glamping” as the campground/family resort of Clippeby Hall was beautifully maintained with fragrant lavender and geraniums everywhere. The tent sites looked as if there should be a “keep off of the grass” sign! Pat and the Cadmans stayed in a chalet that even boasted a Jacuzzi, while Mary, Alan, Kit, Mark, Bill, and I shared a four bedroom apartment with a French couple (Francoise and Jacques Boirie) whom we had met at the 2009 international rally in Brittany. As Merrin noted in her article, we foreigners especially enjoyed the pub lunches and dinners!

The final celebratory dinner, accompanied by singing led by the indefatigable Poul Ammentorp of Denmark, was at the 19th century Dunstan Hall. A highlight for us North Americans was the presentation of an award

by the Proctor family (Ian Proctor designed the Wayfarer) to Uncle Al Schonborn (W3854) and two others for their accomplishments in advancing Wayfarer sailing. Alan and Pat spoke for us in the many speeches lauding International Wayfarer Cruising Secretary Ralph Roberts (who has attended rallies at Hermit Island, Killbear, and Wellesley Island) for his organization of the wonderful rally. It was all a great opportunity to catch up with Wayfarers from around the world that we had met at earlier rallies, to make new friends, and to experience a different type of Wayfarer sailing. Pat put it well in her remarks when she spoke of expanding her world. Next year in Denmark!

**Hydrilla and Its Impact  
on the Harris Chain of Lakes  
By Pat Kuntz W11135**

Each February the Lake Eustis Sailing Club hosts the Wayfarer Midwinter Regatta. This race represents one of eight regattas and is attended by sailors from North America and on occasion, overseas. Lake Eustis is one of seven lakes on the Harris Chain of Lakes, totaling 76,000 acres of water averaging about ten feet in depth. Along with an active sailing and power boating presence, it is a destination for hunting and fishing, including an annual Bass Master Elite Series Tournament. The chain is part of the Florida Ocklawaha Basin which drains Central Florida through the St. John’s River entering the Atlantic Ocean at Jacksonville.

Hydrilla is an invasive aquatic weed that has grown significantly and impacted all water related activities on the Chain of Lakes. On Lake Eustis it presents as three large areas, one at the north end of the lake situated between the club and the “Gator Hole,” the second near Haines Creek, and the third near the city of Eustis. It is believed that this year’s growth was accelerated by Hurricane Irma, which fragmented and dispersed established plots, a colder than average winter which clarified the lake water, and then the routine scheduled reduction of lake depth to accommodate the coming hurricane season. Hydrilla only needs 5-10% sunlight to grow in 14 feet of water, so both of those actions contributed to the problem. Residential use of fertilizers is also a factor.

The Lake Eustis Sailing Club ends its club racing schedule on Memorial Day, and fun races take place all summer. Courses are set to avoid the patches, but our few “Around the Lake” events have resulted in dead stops on the water. Trust me, been there-done that.

Sailing with board and rudder up is a growth area for me.

Florida Fish and Wildlife Conservation Commission (FWC) hosted a meeting in July, very well attended, to discuss the problem and their strategies for dealing with Hydrilla. A spraying schedule has been described, and a commitment to control of the weed declared. Florida is the leader of Hydrilla management in the world. The spray is an herbicide that is specific to Hydrilla and will not harm native aquatic plants or wildlife

Club racing begins Labor Day weekend, and Lake Eustis is on the schedule for spraying. Careful attention will be paid to the treated areas, and to the overall condition of the lake. Planning for Midwinters, 2019 has begun and we look forward to great racing again this year.

**High Winds Blow out Eastern Championship but Can't Extinguish Racers' Good Time**  
*Dave McCreedy W11861*

Eight sets of Wayfarer sailors showed up at the Tawas Bay Yacht Club on September 8 and 9 for the US Eastern Championships, only to be greeted by winds in the high teens and 20s on Saturday and even more forecast for Sunday. PRO Bill Coberly tried to get things going on Saturday morning, but only one boat (Marc Bennett and Julie Seraphinoff) made it to the line on time. One other capsized on the way out, and another lost a rudder and made it back only under tow. Postponement led to abandonment, and so racers took advantage of the down time to re-measure and tweak their boats. Then two crews went back out to test their new rig setup in what was by then a fantastic, fairly steady breeze around 15 knots.

Not to be deterred, the seven sailors from Detroit-area American Sailing Institute (four of them in their first Wayfarer regatta, and all camping together at the Tawas Point State Park) made quick friends with the other Wayfarers and had an excellent time enjoying the Club's hospitality and hanging out at the campground. The feeling turned from disappointment over not racing to, hey, what an awesome camping weekend!

Those in attendance were:  
Canadians: Rob and Samantha Wierdsma; David and Anne Pugh; and Al Schonborn with (US) crew Shannon Donkin.  
From the US: Marc Bennett and Julie Seraphinoff; and Doug Scheibner/Andrew Lockhart; plus ASI racers

Dave McCreedy with Peggy Menzies; Eric and Peter Zachmann, with Angela Brazil; and Matt Dailey with Nick Burtka.

**Tim Dowling Memorial Regatta**  
**Clark Lake, Jackson, Michigan**

It was a repeat of last year's victory for Al Schonborn and Shannon Donkin at the Clark Lake Open Regatta on the last weekend of September.

Only one point behind were Marc Bennett and Julie Seraphinoff. Capturing third were Mike Codd and Kirk Iredale of Toronto Sail and Canoe Club. Dave McCreedy and Peggy Menzies placed fourth. Fifth place went to Dave Wilpula and Art Christiansen. Matt Dailey and Bill Kundt placed sixth.

Rick Belcher reported in the Clark Lake Spirit Foundation webpage, *"If you like things slightly to the chilly side, Sunday was a picture perfect fall day. There was plenty of sunshine and the right amount of wind for sailors competing in the annual Clark Lake Yacht Club Fall Regatta. Saturday was chilly, there was not much sun nor wind—and that added to the challenge."*

Two races were held on Saturday before the wind gave out. Sunday started with a delay and then there was time for one race.

This event remains a favorite for Canadians and Michigan sailors. There is camping on site and boundless hospitality! Complete report coming soon on [wayfarer-canada.org](http://wayfarer-canada.org)

<p>LAKE EUSTIS SAILING CLUB invites you to Florida in February 2019</p>	
February 1-3	XX Wayfarer Midwinters
February 9, 10	Wayfarer Solo Races
February 16, 17	GWB Regatta
<p>For information and registration <a href="http://lakeeustissailingclub.org/">http://lakeeustissailingclub.org/</a> (Access under Wayfarer fleet) <b>Dave Hepting at E mail:</b> <a href="mailto:hepting.david@gmail.com">hepting.david@gmail.com</a></p>	
<p><b>Your dues are important! The year on your label indicates when your next dues are due!</b></p>	
<p><b>In January the Treasurer will invoice members for 2019 dues. Thank you for your support!</b></p>	
<p>United States Wayfarer Association</p>	



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 Nick S: nseraphinoff@comcast.net  
 Uncle Al: uncle-al3854@cogeco.ca



**Calling All Wayfarers 2018-2019**

October 6-7	Virginia Inland Sailing Association, One Design	Smith Mountain Lake, VA
October 27-28	HOT Regatta, Lake Townsend Yacht Club	Greensboro, NC
November 3-4	Old Brown Dog Regatta, Catawba Yacht Club	Lake Wylie, Charlotte, NC
<b>2019</b>		
February 1-3	Wayfarer Midwinters XX, Lake Eustis SC	Eustis, FL
February 9-10	Wayfarer Solo Regatta, Lake Eustis SC	Eustis, FL
February 16-17	George Washington's Birthday Regatta, LESC	Eustis, FL
July 22-26	Wayfarer Worlds XVII, Greystones SC,	Co. Wicklow, Ireland
August 10-17	20 <sup>th</sup> North American Rally, Killbear Provincial Park	Parry Sound, Canada

*The complete North American Events Calendar can be accessed from the US or Canadian Wayfarer Websites. 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 2018-3**

**United States Wayfarer Association  
355 Winding Creek Dr  
Oriental, NC 28571**

**CHECK LABEL!!!** The year on your label indicates when your next dues are due. Thank you to our members for supporting the USWA!