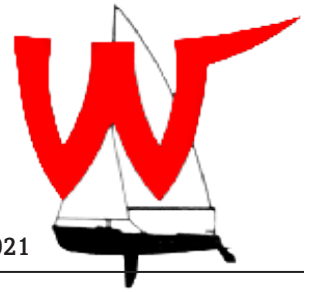


# The Wayfarer SKIMMER

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

Summer 2021



## Wayfarers win CSC Gov's Cup

### Team Miller, Fleet 15 make history

By Peggy Menzies  
USWA Communications  
& Outreach Chair  
W11158

North Carolina's Fleet 15 set out to take the 2021 Governor's Cup at Kerr Lake and win it, we did. CONGRATULATIONS to everyone who attended and we know there were many who were there in thought. As far as I know, this is the first time in the history of the cup that Wayfarers have won. Fleet 15 members - you outdid yourselves showing up in full force.

What's the big deal about it??? Well, for one thing, it is a huge cup. The winners, Dawn and Paul Miller of Mystic, Conn. couldn't even fit it in their car.

There's complicated scoring but, in essence, the more boats you beat in your fleet each race totals to help win the cup. The more boats in your fleet, the more consistent the winner of your fleet, the more likely the win. Dawn and Paul did it in their beautifully restored woodie W971 with a graceful 3-1-1.

Now that we've set the bar - you know what this means... Next year when borders open and with repaired trailers, we'll need to outdo ourselves with even more boats to keep the cup.

Our own U.S. Wayfarer National title trophy with a beautiful half model of a Wayfarer on a plaque full of names dating back to the '60s, was also awarded to Dawn and Paul for a regatta well sailed.

The sailing on Kerr Lake was interesting - complicated by a "little" tropical storm that was wreaking havoc off the coast. This storm made for very hot and humid conditions on the lake and, according to locals, an unusual direction as well. The wind blew across the lake from the campground / boat launch. Throughout the day there were many lefties from the various coves and you had to pick your time carefully to be sure you were in the shift deep enough without being buried too deep in the shadows. Every now and then



Marc Bennett and Julie Seraphinoff, Pete Thorn and Jeanne Allamby, Jim Cook and Mike Taylor, Richard Johnson and Michele Parish, Uwe Heine and Nancy Collins, and Sid Hale and Andy Forman set off on the windward leg in one of the three races held Saturday. *Photos courtesy of Carolina Sailing Club*

there was the obligatory righty that swept in, so you always had to keep a close look for the new pressure.

Saturday's first race saw the heaviest winds, maybe 12-15 knots, though nothing was unmanageable with a tight vang and playing the bridle. As the day wore on, the winds grew lighter until the last leg of the third race when I was wishing for more breeze. The beat back to the boat ramp after racing seemed to take forever and I was grateful we were done for the day.

Courses were twice around Windward - Leeward with an offset mark and an offset finishline to help clear congestion. Some of the classes had a slightly longer leg to the



Dawn and Paul Miller (W971) with the Governor's Cup and a pile of other prizes. The Mystic Lake, Conn. team also took home the USWA Nationals Trophy as the 2021 champs. Joining in the prize giving are USWA commodore Richard Johnson and Sarah Paisner, commodore of the Carolina Sailing Club. *Photo by Julie Seraphinoff*

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# Page 2

Make some plans,  
enjoy some  
insights

## I will Arise and Go Now

~Or~

## They're sailing Wayfarers in Tibet!?

"In Far Tibet, there lives a lama, he got no poppa he got no momma" which is the first stanza of the Ogden Nash poem, "I will Arise and Go Now." It ends with, "If you will mind the Philco, comma, I think I'll go and join that lama." After dinner as a kid, I would look at my mom and say, "I will arise and go now." She would smile and I would go. She got it; they were her books.

You might think this has nothing whatsoever to do with Wayfarers. The gist of it, after all, is escaping commercialism (you knew that, I'm sure). Given the high tech gear and heavy branding in the sailing industry, it is definitely not the place to escape commercialism. Just the same, you can put on your finest Gill sailing smock, with matching padded sailing shorts, startlingly white sailing shoes and, of course, your gloves. But if a keel doesn't hit the water it is all kind of pointless. And that is the point.

We are coming off a year of let's say, introspection. Extroverts



By Richard Johnson  
USWA Commodore  
W11336

are elated; introverts nostalgic. Regardless, it is time to hit the hard and dusty.

Wayfarers are travelers. We need to lube the trailer bearings, pack the boat and go someplace. The hardest part, the very hardest part, is making the decision to go. Looking at the calendar,

checking your emails, arranging dog care (cats just get an extra large bowl of food, lots of water, and clean litter box) and going. It may be Nationals at Kerr Lake, N.C., North American's at Tawas, Mich., the Chesapeake Cruise at Hermit Island, or it could be an odd regatta with an open class that no Wayfarer has ever attended. It doesn't matter. Just go!

We've spent a year milling around. We've binged and zoomed everything to complete boredom. It is time to get back to life as we knew it: get back in the boat, get back on the water, and get back to sailing with friends. Arise and go now!

## What's ahead

### CRUISES/RALLIES

**North American Rally** – Aug. 14-21, Hermit Island, Phippsburg, Maine

**Wooden Boat Show & One-Day Cruise** – Aug. 21-22, Mystic, Conn. (details page 9)

**2022 North American Rally** – July or August, Wellesley Island State Park, N.Y.

### RACING

#### 2021

**Canadian Nationals** – Aug. 7-8, Toronto Sailing & Canoe Club, Toronto, Ontario

**Warm Water Regatta** – Aug. 21-22, Conestoga Sailing Club, Dorking, Ontario

**Wayfarer Easterns/Blackbeard One-Design Regatta** – Aug. 28-29, New Bern, N.C.

**Wayfarer North Americans** – Sept. 11-12, Tawas Bay YC, East Tawas, Mich.

**Tim Dowling Memorial Regatta** – Sept. 18-19, Clark Lake Yacht Club, Jackson, Mich.

**Mayor's Cup** – Sept. 25-26, Lake Townsend YC, Greensboro, N.C.

**Pumpkin Regatta** – Oct. 2-3, Fanshawe YC, London, Ontario

**Wayfarers on Wamplers (WoW)** – Oct. 23-24, McCreedys' cottage on Wamplers Lake, Brooklyn, Mich.

#### 2022

**Wayfarer International Championships No. 18** – March 6-11, 2022, Lake Eustis SC, Eustis, Fla.

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### USWA Annual Dues

Full membership - One year, \$20; Three  
years, \$15 per year

Associate membership available for non-  
Wayfarer owners - One year, \$15  
Dues may be paid through PayPal or by  
check to USWA and mailed to: Treasurer  
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Have a story ideal? Julie Seraphinoff is always  
looking for Skimmer content. Email her at  
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Annette Grefe and Ellee Orlovetz of the Lake Townsend Yacht Club in beautiful W276. Photo courtesy of Carolina Sailing Club



Second place was awarded to skipper AnnMarie Covington with crew Gareth Ferguson. AnnMarie was also honored as Top Female Skipper for the regatta.



Third place was awarded to skipper Peggy Menzies with crew Kai Dolan.

## Governor's Cup

continued from page 1

windward mark. While there was much conversation at the skippers meeting about fleets overlapping, I thought we were well spread out and, with 86 boats on the course, it was amazing how well run this regatta was.

Did I mention how hot it was??? I must truly be a northerner now as I totally melted by the end of the day and took a long swim in the lake after racing to cool down.

Dawn and Paul attribute their good day to proper hydration - drinking a gallon of water each throughout the day and even pre-hydrating the day before racing. Personally, I just think they sailed much smarter than I did.

In the results, you can see Dawn and Paul hands down had the most consistent series. The rest of us were a bit of a scramble and anything was up for grabs had we raced on Sunday. The PRO checked the storm's progress and made the call to abandon racing Sunday. Shortly after the call to abandon, bands of rain started showering down on us, which killed any hope of wind. I know I appreciated the op-



The U.S. Nationals trophy is now housed in Mystic, Conn.

portunity to get my boat packed up and get started on the long drive back to Michigan.

Now every regatta has its own bit of drama and mine feels a bit like the saga of the Edmond Fitzgerald, the Great Lakes freighter that sank in Lake Superior in 1975. At some point while traveling the 700+ miles to North Carolina, a weld on my dolly gave out and the bunkers supporting my boat flipped on their side. The edge of the bunkers dug speed bumps into the bottom of my poor boat and cracked the gel-coat. This is not a pretty sight to see after traveling so far.

Always bring a toolbox full of tape and tools when traveling ... Notice the patch of gorilla tape? Yep, that's how I sailed. But you know my biggest (and BEST) takeaway from this? I arrived Friday morning and saw the damage. A member of Carolina Sailing Club came over, saw the issue and started making phone calls on my behalf. Within an hour, he had the name and address of a welder less than 30 minutes away who would repair my trailer so I could at least get back home. What good news



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# Governor's Cup

continued from page 3

for me! Members of the Wayfarer fleet, as they arrived, all came over to see how they could help. We lifted my boat off the trailer to a place in the grass and we figured some options to best repair and still be able to sail after traveling all that way. THANK YOU to all who helped. Even those who just wished me well - it meant so much to me and kept me going through that long hot day. We even had a scavenger hunt to find my missing roller and you know who won? YEP - none other than Dawn and Paul Miller. They found my roller and pin by the side of the road.

As of this writing, my boat is still drying out in my garage. Plans are set to get repairs made by a professional. When I bought ice one morning for my cooler, the shop owner was really personable and told me "BOAT = Bring Out Another Thousand." I hadn't heard it before, but can definitely relate



Mike Taylor (top) came north from Florida to sail with Jim Cook in W10873. Fleet 15 Commodore Phil Leonard (above, center), gave up racing to serve on the regatta's race staff. Sid Hale and Andy Forman (left) of Lake Townsend Yacht Club prep for Saturday's racing. Photos by Julie Seraphinoff

Past commodore Jim Hefferman woke to this not-too-shabby view of Kerr Lake from his tent. Lake front camping and beautiful, cooling waters are a highlight of sailing at Kerr Lake.



Rank	Seed	SailNo	Helm/Crew	Club	R1	R2	R3	Total
1	3 (8)	971	Paul & Dawn Miller	Mystic River Mudhead SA	3	1	1	5
2	*8 (29)	11134	AnnMarie Covington/Gareth Ferguson	Lake Townsend YC	7	3	3	13
3	2 (5)	11158	Peggy Menzies/Kai Dolan	Michigan SC	2	5	7	14
4	1 (4)	11339	Marc Bennett/Julie Seraphinoff	Lansing SC	1	6	9	16
5	4 (9)	10873	Jim Cook/Mike Taylor	Catawba YC	4	4	8	16
6	6 (18)	1066	Jim & Mark Hefferman	Lake Townsend YC	5	2	10	17
7	7 (21)	11338	Uwe Heine/Nancy Collins	Lake Townsend YC	9	13	2	24
8	9 (51)	864	Andy Forman/Sid Hale	Lake Townsend YC	11	7	6	24
9	5 (12)	11336	Richard Johnson/Michele Parish	Oriental Dinghy Club	6	8	12	26
10	12 (65)	10978	Pete Thorn/Jeanne Allamby	Carolina SC	12	11	5	28
11	15 (88)	11340	Marie-Lyne Lavoie/Cathy Leonard	Lake Townsend YC	15	12	4	31
12	10 (56)	449	Neil & Adele Smith	Lake Townsend YC	8	10	14	32
13	13 (75)	10945	Evan Trudeau/Macadam; Strickland	Lake Townsend YC	13	9	11	33
14	11 (58)	2458	Mike Sigmund/Logan Williams	Carolina SC	10	14	15	39
15	14 (85)	560	Ali Kishgbaugh/Jim Higgins	Lake Townsend YC/CYC	14	15	13	42
16	16 (113)	276	Annette Grefe/Eilee Orlovetz	Lake Townsend YC	16	16	16	48





“ We arrived in Crisfield near dinner time and checked in at the Capt. Tyler Motel (aka Stagecoach). Donna, the proprietor, had emailed us that Room 3 would be unlocked and waiting for us. ”

# Racing to cruising?

## No big deal for W971; fresh off Nationals win, Millers tackle the Chesapeake

By Paul (& Dawn) Miller  
W971

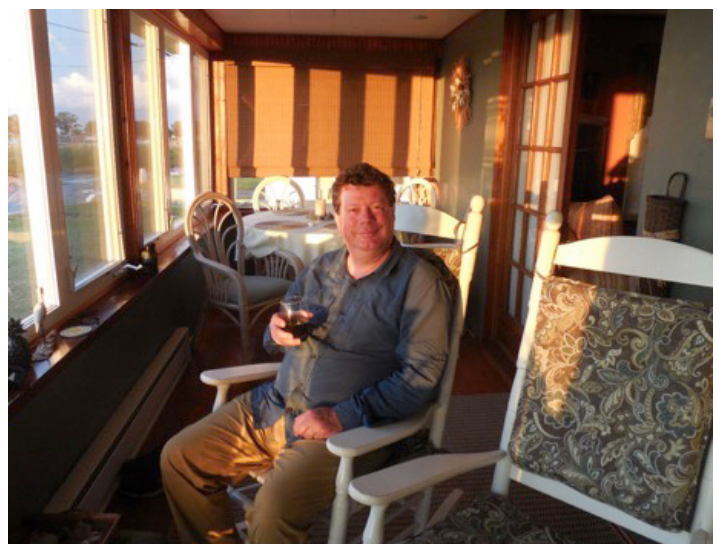
Sometimes you know immediately if you made a good decision. One example is deciding to drink milk on the day it expires – when you take a sip you immediately know if it was a good decision. Other decisions might take years to become clear.

For us, one decision we made four years ago became clear near “G3” on Tangier Sound. More about that later. This article is about the 2021 Wayfarer Chesapeake Cruise, held from June 22 to June 24. Like many Wayfarer activities we’ve done, our involvement started with Uncle Al (Schonborn W3854) planting a seed.

Originally, we planned to participate in the 2020 cruise but, as with most non-essential activities around the world, that was curtailed by the pandemic. With the availability of vaccines starting in February, I wrote Uncle Al asking if it was on for this year. We emailed back and forth and decided to plan for it, “just in case.”

Trying to delay the cruise as long as possible, and to encourage a large turnout, we decided to dovetail it behind the

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Dawn and Paul Miller were greeted with warm hospitality by Crisfield, Smith Island and Tangier Island proprietors and residents throughout their stay. The Mystic, Conn. sailors encountered varied winds for their Chesapeake cruise thanks to a strong cold front. All photos by Dawn and Paul Miller

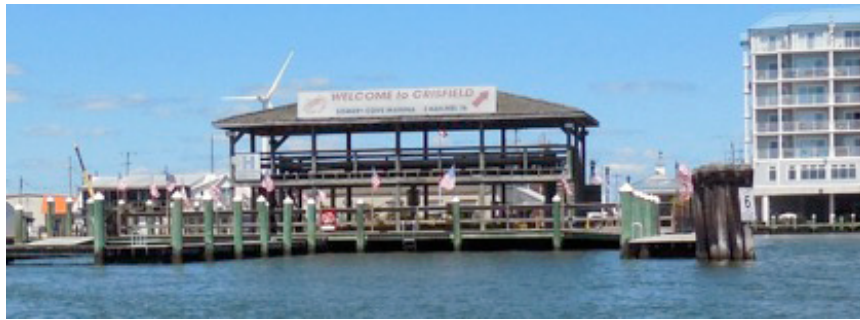
# Chesapeake

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Governor's Cup/USWA Nationals at Kerr Lake, N.C. The idea was to sail in the Nationals, spend a day driving to Crisfield, Md., and then cruise Tuesday through Friday. Normally the cruise starts on Tuesday after Memorial Day and we feared pushing it back a few weeks would lead to: excessive heat (which didn't happen due to a strong cold front), excessive bugs (we might have seen one the entire time), and excessive tourists (we saw two). At one point six boats were planning on attending, but due to various reasons, the others dropped like greenheads on a windy day. Only W971 was able to make it.

The drive from Kerr Lake to Crisfield took about six hours and the highlight was taking the 18-mile Chesapeake Bay Bridge/Tunnel across the mouth of the bay. Right as we got to the first tunnel, a naval vessel that is rarely seen was being towed through the narrow gap. Quite a sight! We arrived in Crisfield near dinnertime and checked in at the Capt. Tyler Motel (aka Stagecoach). Donna, the proprietor, had emailed us that Room 3 would be unlocked and waiting for us. We then walked two blocks to Johnny Sweet's for a pound of steamed shrimp covered in Old Bay Seasoning and a cheese covered, crab-stuffed, broiled jumbo pretzel. Yum! As the restaurants' AC was barely functioning in the 95-degree heat, we brought dinner back to our room and downed it with some frosty beverages.

While things were looking good on the food front, another front, mainly the strong cold front mentioned above, was looking worrisome. The plan was to sail 15 miles west from Crisfield to Maryland's only offshore island, Smith Island (surprisingly not named for Capt. John Smith). Unfortunately, Tuesday's



W871 tucked in safely for the night (above) at the Parks Marina on Tangier Island. The Millers had planned to sail from Crisfield to Smith Island for a stay at a B&B, but opted to hop the island mail boat instead because of looming bad weather. By the time they docked at the island, the boat was engulfed in a near-zero visibility line squall.

weather forecast was for winds from the west at 25-35 knots, numerous heavy rainsqualls, 65 degrees, and seas of 3-4 feet. That sounded about as much fun as filling out the 1040 long form.

Not wanting to challenge Frank and Margaret Dye's "iron man/woman" reputations, we decided to adjust our plan slightly. Instead of sailing to Smith Island, we would motor to it. Precisely at noon on Tuesday we showed up at the Crisfield Town Dock and introduced ourselves to Captain Otis, the skipper of the Smith Island mailboat, *Island Belle 2*, and the husband of our hostess at the B&B, "Susan's on Smith Island." Along with us and half a ton of mail, packages, and cargo, the passenger list included five Smith Island residents, some of whom commented it was one of the roughest trips they had experienced in years.

An hour and a half later we docked in a near-zero visibility line squall. We decided the \$20 one-way fare was well worth the trip! After waiting for 15 minutes for the squall to blow through, we were offered a lift by Janet, Susan's sister (we would meet many of the Evans

family during our stay).

We were the only guests that night and Janet showed us around the house before we dashed off in the rain to the fascinating museum and on to the Bay Side Inn for a late lunch/early dinner of cream of crab soup, crab cakes, and Smith Island cake sundaes. Although the food was fantastic, we were the only guests at the restaurant.

The Smith Islanders really seemed to care about our happiness during our stay. Fearing that the restaurant would not stay open late enough for us to eat (3:30), Donna, Otis, Susan and Janet all phoned Betty to make sure she would be open. Needless to say, we had a warm greeting from Betty when we walked in! Feeling stuffed to the gills, we stepped outside to the sun-after-the-storm (70 degrees and no humidity!) and went back to the B&B to sit on the porch, sip some nice Cabernet (Smith Island is "dry" but you can drink in homes) and watch the stunning kind of sunset that only comes after a storm.

The night went quickly on an incred-

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Summer 2021



# Chesapeake

continued from page 6

ibly comfortable bed and too soon we smelled the maple-infused, thick-slabbed bacon that Susan cooked us (along with some healthy fruit and berries) before we caught the 0730 boat back to Crisfield.

What a difference 24 hours can make! Wednesday greeted us with 5-8 knots from the north, 65-70 degree temps and virtually no humidity. We picked up the car and boat from the overnight parking at the Tawes Brother's lot (\$3 for each, dropped in a lockbox and three blocks from the pier). After buying some lunch fixings and ice from Food Lion we drove around the harbor to the Somers Cove Marina ramp next to the Coast Guard Station (\$8 per day - drop a check or cash in the box).

It took us about an hour and a half to convert W971 from "racing" to "cruising" mode. This included stuffing a plastic box that contained the anchor, rode, chart and some extra mooring lines, plus another box that had spares and tools into the stern compartment. The "cruising" sails from the early '70s, sporting new reef points Dawn sewed in this winter, were bent on. The dry bags of gear went in the bow compartment and, perhaps most importantly, the ice chest was tucked under one of the reinstalled aft "cruising" seats. We launched, hoisted the sails, threaded our way through the marina's small exit. After clearing the harbor, we set a course of 220 degrees magnetic for Tangier Island, 15 miles away and below the horizon.

What happened over the next three and half hours was one of the most pleasant sails in memory. The wind stayed aft of the beam all the way to the island and varied from 4-8 knots. The cruising spinaker went up and was hardly touched. There was barely a cloud in the sky and the temperature was in the Goldilocks range, not too hot nor too cold!

Slowly, Tangier Island started showing above the horizon. First we saw the water tank, then the forested southern part and, about three hours after leaving Crisfield, we rounded "1E" and sailed straight up the Eastern Channel.

A turn to starboard and after passing numerous crab shacks, we easily found and tied up at the nearly empty Parks Marina. Tying W971's stern off to a pil-



Three hours after leaving Crisfield, Paul and Dawn landed at Tangier Island (top). As they sailed along the waterfront, they were viewed curiously by the watermen arriving back to port in their crab skiffs (above).

ing on one side and the bow diagonally off to the finger pier we were able to suspend her in the slip and allow for the three-foot tidal range.

Walking up to the marina office, we were greeted by Milton Parks, who at 92 years young, was quick to ask about where all the other Wayfarers were. After a half-hour fun conversation, he charged us \$10 versus the regular \$25 for boats under 30 feet. About the same time, a 35-foot cruising sailboat came in from Deltaville, Va. They had to pay \$30.

As we exited the marina, we bumped into Barb, our hostess for the night. She came by to drop off some guests for the evening ferry back to Crisfield. (Sidebar: for those who want to accompany their sailors on the cruise but not actually sail in the Wayfarer, the Smith and Tangier ferries are quite convenient and comfortable!)

As the guests had driven two golf carts from the hotel (actually it was more like a motel, but as the island has almost no cars but tons of golf carts, would it be a cart-tel?) to the dock, we were asked to drive one back while Barb gave us a

narrated island tour from her cart. We learned about the various restaurants, stores, landmarks and that the highest point on the island is a small bridge over an inlet.

We checked in at the nicely-furnished Brigadune (our reservation at the Bay View was cancelled the night before due to a sewage backup) and then took a walking tour of the island, with a stop at Lorraine's Restaurant for more crab cakes. The sunset on Wednesday night was not as dramatic as Tuesday's, but was still stunning and was viewed from an odd location, the over-run portion of the airport runway. Luckily no planes needed it while we were there.

We noticed that, uncharacteristically for the Chesapeake in late June, it was actually cold and the wind was picking up rather than dropping off. Shades of things to come.

Thursday's forecast had changed numerous times, but by the morning it had settled to NE 13 gusting 18 with the wind slowly veering to the east and temps in the low 70s. Unfortunately, the

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# Chesapeake

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course back to Crisfield was 030, almost dead to windward, and even worse, the long, narrow, eastern channel at Crisfield is aligned NE-SW. The options were to either take the much easier western channel and sail around the southern tip of the island, adding about 4-5 miles to the trip, or short tack out the eastern channel. We debated the two over a great breakfast at the Fisherman's Corner restaurant, where the owner joined us and described more about island life and what brought her to live there.

Hmm, which course to choose? The easy and safe answer was the western one, but our thinking went along the lines of, "let's see how hard the eastern is; we can always turn around!" We tucked a reef in the main, left the jib tied down to the deck (our cruising jib has hanks) and raised the board a quarter of the way to balance the helm. Off we went. The sail along the waterfront coincided with some crab skiffs heading in and each waterman looked at us curiously and waved.

We turned the corner and started out the fairway. Yup, dead to windward, about a mile of short tacking in a 50-yard wide channel. We went for it! I suggested to Dawn that she should start counting the tacks. That was a mistake as she quickly got bored and broke out in song...

(sung to the tune of 99 Bottles of Beer on the Wall)

99 tacks in Tangier Sound,

99 tacks in the Sound,

You sheet it in and tack it around,

99 tacks in Tangier Sound,

98 tacks in Tangier Sound... (you get the idea)!

We lost count at around a hundred tacks. Eventually, after only grounding the centerboard once, we passed "1E" and then "G3" and set up on the long starboard tack for Crisfield. By that time we noticed the forecast was a little off. The wind was NE, but it was more like 15 gusting 22 and the seas were 2-3 feet. Quite sporty.

With just the reefed main up and sheeted over the transom corner to maintain drive in the waves, we tacked through about 100 degrees and were going about four knots. Pretty good for a 16-foot boat in those conditions. The passage was occasionally a bit wet, but relatively comfortable and always in total control.

Just as we reached the halfway point (conveniently marked by "R6"), the Tangier ferry passed us a hundred yards off. We waved and some passengers waved back. I wonder what they thought? Did they pity or envy us? Did any think we were in trouble? Half an hour later the Crisfield Coast Guard boat came roaring up, slowly passed us, waved and sped off along our wake. A little bit later they came roaring back towards us, slowed and waved again. I wonder if one of the passengers ratted on us.



Room 3 in Crisfield had been spruced up with some glitter "disco" decor.

The breeze continued to veer and eventually lightened near Crisfield, so we set the jib and sailed in with a dying easterly.

We hauled out at the ramp, spent an hour de-rigging and packing up, swung by the self-serve car wash to get the salt off the boat, car and trailer, and returned to our now-familiar Room 3 at the Captain Tyler's Motel. Intriguingly, Donna switched the pillows to some glitter "disco" pillows, making the room seem a bit like the "hourly rooms" in

the movies. She chuckled when I mentioned it, and offered me a kitten (seriously, she had six to find homes for).

As it was Thursday night and Crisfield was coming alive for the approaching weekend, the Fisherman's Grille was open, which allowed us to sit on the waterfront out of the sun and enjoy the Happy Hour specials, and a final day of crab.

Friday we started driving north, stopping for an hour at the Queenstown outlets to chat with Jeremy Gordon of Chicago, the enthusiastic new owner of W2409, a glass Mark 1 he is learning to rig and day sail. Hopefully he will be up for one of our rallies.

We found slow traffic both around Philadelphia and New York City and rolled into our driveway in Mystic around 9 o'clock. The next day Dawn unpacked the car and boat while I taught a beginner motorcycle class.



Paul skippers W971 through the Chesapeake waters.

That wraps up the Wayfarer Cruise 2021, but, I started this article with a comment about decisions. What was the decision we made four years ago and was it a good or bad one? The decision was to buy a Wayfarer. Was it a good decision? Well, no. It was actually a great decision!

We wanted a wood boat that we could race competitively and yet cruise comfortably. We were fairly competitive at the Nationals and, as far as cruising comfortably, our minds were made up just about the time we rounded "G3" north of Tangier Island. A 22-knot gust hit at the same time as a large wave set. W971 simply heeled a bit, pushed some spray aside, and kept on going. We were very impressed! Having sailed over 300 small boat designs in my life, I can honestly say I've never sailed a boat that could both race and cruise that well. We'll be back next year!



# Head for Mystic after Hermit Island



Paul and Dawn Miller invite Wayfarer sailors to head for their hometown of Mystic, Conn. for a day of cruising and a day of taking in the WoodenBoat Show at Mystic Seaport Museum. *Photos courtesy of WoodenBoat*

What do you plan to do on the way home from the Aug. 14-21 North American Rally at Hermit Island? How about a day sail and the WoodenBoat Show in Mystic, Conn.!

**When:** Saturday, Aug. 21-Sunday, Aug. 22

**Where:** Mystic, Conn - 4 ½ hours south of Hermit Island; sailing on Fisher's Island Sound and the WoodenBoat Show at Mystic Seaport Museum

**Launch From:** Barn Island, Stonington, Conn.; 60 parking spots, free!

**Basic Plan:** Meet at Barn Island around 10 a.m. Saturday. Depending on the wind, we would sail to either Sandy Point (a beach/island) or Ram Island (ditto) for a picnic, or to a waterfront restaurant (Breakwater in Stonington, Abbott's or Costello's in Noank, or The Pequot on Fisher's Island). Then sail back to Barn Island. Evening BBQ at the Millers! We would stay local (we have two guest rooms, a couch and plenty of lawn for camping or there are lots of local B&B, hotels or campgrounds - reserve early, it is a boat show).

Sunday go to the WoodenBoat Show at Mystic Seaport Museum and then head home. If the wind is absent Saturday, then we will swap the sail and show days. Note: the show goes from Friday to Sunday. If you get an early departure from Hermit Island you might be able to see the show on Friday afternoon; it is open 9 a.m.-5 p.m.

For planning purposes, please let the Millers know if you plan to attend.

dawnpaulmiller@gmail.com

## Internationals plans progressing nicely

Where will you be on March 6, 2022? Lake Eustis, Florida!!

Preparations are moving along well for U.S. Wayfarer sailors to host the International Championships, which are scheduled in a different country every three years. The USWA last hosted this event in 1980 at the Tawas Bay YC in Michigan with entries restricted by the class to 36. Now, all members of a Wayfarer Class Association can compete, so we hope to see 50 or more boats in attendance. We have commitments from Canada, Ireland, Great Britain and the USA. Some sailors are waiting for travel restrictions to ease before signing on.

Those who have raced at Lake Eustis in Florida already know what a super venue awaits sailors both on the water and ashore. See the LESC website, lakeeustissailingclub.org for pictures and information on location and facilities. There are also many photos on the CWA website at Regatta Reports for all the past Midwinter regattas held there every February since Summer 2021



the year 2000.

The Notice of Race should be published by early September along with an event program to help you prepare for a full week of racing, social events and good Wayfarer fun. There will be two fleets to choose from, the Spinnaker Fleet and the Main/Jib Fleet, with both fleets starting together.

Courses will mostly be Olympic triangles with a targeted race time for the first boat to finish in 50 minutes.

There will be some measuring of boats and sails to check compliance with Class Rules. Owners of Mark I and Mark II boats that are entered must certify that their buoyancy compartments meet the requirements of the Class Rules. Only two sets of sails can be approved and used in the event.

The NoR should answer most of your questions, but if you have any now, email me at jheffernan@nc.rr.com . Let's make this a superb showcase event for the USWA.

*Jim Heffernan, Chairman of Organizing Committee.*



# 8 Wayfarers take on Alligator Run

## Cook-Taylor duo earn top honors at new spring event

By Jim Heffernan  
USWA Past Commodore  
W1066

The Lake Waccamaw Sailing Club launched a new spring regatta for dinghys, catamarans, trimarans and some larger monohulls under 25 feet. However, you ask, “Where is Lake Waccamaw?”

The lake is in the middle of nowhere about 40 miles west of Wilmington, N.C. and near major roads with a fair amount of cypress swamp feeding into and out of the lake. Naming a regatta for alligators was a bit of a put off for some of the sailors. However, the club secretary assured us that they mostly hang out in adjacent canals and marshes. Fleet 15 had eight Wayfarers entered in the April 17-18 event, joined by another 15 monohulls, mostly Buccaneers, and 20 multihulls.

The first of five scheduled races was delayed on the water as the promised sea breeze from the Atlantic failed to show up on time. Perhaps Poseidon should be copied on the NOR. Teasing zephyrs would creep up and cool us off and then finally there was enough wind to send the Wetas and Open Class Multihulls off, followed by all of the monohulls. After two times around the windward/leeward course, Jim and Linda Heffernan gybed around the last leeward mark just ahead of the 2020 USWA Champs, Jim Cook and Mike Taylor, and then stayed ahead to the offset finish line while fending off two cats that came in quickly from behind. This was some very tricky racing with such a variety of boats on the course.

We are always reminded to keep a sharp lookout at all times especially before the race when a 25-footer may be lurking about with the helmsman on the far side with vision blocked by a large Genoa jib. Thus, Phil Leonard and Ali Kishbaugh, sailing their Mark IV, found out that a big boat



Wayfarer sailors camping and socializing at the Alligator Run Regatta at Lake Waccamaw Sailing Club. All eight boats are members of Fleet 15. Photo by Annette Grefe

can do some major crunching even in light winds. Damage was above the waterline but they cautiously returned to shore.

PRO moved up Sunday’s starting time to grab the early morning wind. Good decision since the light wind only gave us one race again. At the windward mark the Cook/Taylor team had a slight lead over the Heffernans who were followed by the Peter Thorn/Jeanne Allenby team sailing Impulse II and new Wayfarer owner Neil Smith with daughter Adele sailing W449.

Everyone kept their spinnakers stowed while urging their craft on with bits of wind causing the lead to change constantly. At the finish, the Smith team, coming from behind, prevailed followed by another woodie sailed by the Heffernans. Jim and Linda were happy to finish well, but then found out they were OCS. That meant Jim Cook and super crew Mike Taylor took overall honors followed by the high fiving father/daughter Smith team.

LWSC members were perfect hosts using golf carts for launching and retrieval of boats and providing line handlers on the dock to assist as needed. Fleet 15 plans to attend their Indian Summer Regatta in force to be held in late September or early October.



Lake Waccamaw is in the middle of nowhere about 40 miles west of Wilmington, N.C. Wayfarer sailors were pleased to NOT encounter the alligators that hang out in the canals and marshes. Courtesy photo

### Alligator Run Regatta, Lake Waccamaw, NC

W10873 Jim Cook/Mike Taylor	2	2
W449 Neil Smith/Adele Smith	5	1
W11134 AnnMarie Covington/Ray Merrill	4	3
W10978 Peter Thorn/Jeanne Allenby	3	4
W1066 Jim Heffernan/Linda	1	9(OCS)
W11340 Marie-Lynn Lavoie/Afanador	6	6
W276 Annette Grefe/David DeMiranda	9(NSC)	5
W11137 Phil Leonard/Jeanne Allenby	9(DNC)	9(DNS)





Jim Heffernan gathered together grandsons Nathan, Luke and Sean Heffernan to cruise the waters of the Outer Banks. The now college-age men last made the cruise with Grandpa 12 years ago. They were pleased to encounter wild ponies on Shackleford Bank. "It was a lovely trip," Nathan wrote in an email. "We got to see dolphins on the sail in and plenty of wild horses on Shackleford island."

*Photos by Nathan Heffernan*

# Return to Back Sound

## 12 years later, Capt. Heffernan and grandsons revisit Outer Banks cruise

By Jim Heffernan  
USWA Past Commodore  
W1066

It is always fun to read the accounts of small boat sailors who cruise about on interesting fresh and salt waters such as canals, channels, sounds, lakes, bays and oceans. A sense of adventure lies at the heart of an article or log describing the journey and leading us to want to go beyond our local sailing grounds and get out there and do a cruise.

The first time I cruised a Wayfarer to the Outer Banks with grandchildren, the three boys were less than 10 years old and a little apprehensive about leaving the security of a Harker's Island marina and crossing the shallow waters of Back Sound near Cape Lookout. They quickly got into the spirit and loved waving to the powerboats whizzing past with no worry about the current and wind as we tried to avoid hitting bottom adjacent to the sinuous channel. At the eastern tip of Shackleford Bank they found many clams using their bare feet to search, as well as many unique sea shells that must be taken back to show Mom.

On the return trip, with a pleasant following wind, the unexpected happened. The upper gudgeon on the stern cracked off sending us all over the channel as we got the main down and the top of the rudder held upright by Luke the oldest and strongest. The other boys moved under the small deck noting that it must be serious since Grandpa had just used some new words.

Twelve years later, we did the voyage again, starting from



The Heffernan grandsons enjoyed viewing the wild horses, finding pristine sea shells and walking on the empty beaches with Captain Jim.

the public launch in Beaufort with a college-age crew that could sail the boat with a nautical flair and stand watch at the base of the mast to warn of shoaling areas ahead. "Bye Bye Miss American Pie" is not quite a sea chanty, but the song was strongly sung as we danced over the sound with a perfect 14-mph breeze.

As we came ashore in a very deserted part of the Shackleford Bank, large hoof prints on the wet sand gave us a clue as to which direction we should take to find some wild ponies. They were quickly spotted as we crossed the dunes and saw-grass marsh on the way to the ocean side. Although wild, the presence of sailors on a walkabout never seems to send them away too far as they return to munching the sparse grass.

With the wind freshening, we furled the jib and enjoyed a lively reach back to Beaufort. Yes, there were a few glimpses of porpoises along the way, but the strong current made it impossible to get any pictures. They will still be in those waters next time we venture into those skinny waters.



# Let the Internationals measuring begin!



With 2022 right around the corner, a team of sailors got up early before Saturday racing at Kerr Lake, N.C. to measure sails in anticipation of the USWA's hosting of the Wayfarer International Championships. Racing captain Marc Bennett, Uwe Heine, commodore Richard Johnson and Mike Sigmund (above left) mapped out a pattern on the floor of the North Carolina Sailing Club. Internationals organizing

chairman Jim Heffernan initiated the measuring session as a shake out for the March 6-11 event at Lake Eustis Sailing Club, Eustis, Fla. U.S. Nationals/Governor's Cup winners Paul and Dawn Miller (above right) watch as Marc, Uwe and Richard measure their brand new North spinnaker. There may have been an audible sign of relief when all measurements met specifications. *Photos by Julie Seraphinoff*

## Save the Dates



the confirmed and correct dates

**Sunday, March 6 to Friday, March 11**  
**Lake Eustis Sailing Club**  
**Eustis, Florida USA**



Use these QR codes to stay up to date with the overall schedule, plans and resources on the US Wayfarer Association and LESC web sites



uswayfarer.org

lesclf.com



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

### Got a story to tell & be featured in the USWA Skimmer?

Write it up & email it to editor Julie Seraphinoff at [julieseraphinoffprice@gmail.com](mailto:julieseraphinoffprice@gmail.com)

Photos are always appreciated! Higher the resolution the better.