

STORMS AND HEAVY WIND SHORTEN 2015 BOD REGATTA

By Linda Heffernan, Editor

For the third consecutive year the Wayfarers had a respectable showing of entrants at the Bayview One Design held on May 29-31 at Bayview Yacht Club in Detroit, Michigan. Nine Wayfarers registered for the regatta and they joined the Ultimate 20's and the Buccaneers on the Circle D course in the Detroit River.

Two races were completed on Saturday before a threatening line of squalls chased the boats back to the Bayview Club. Sunday's weather brought high winds, cold temperatures and rain, a combination too grim for any racing and the regatta was shortened to Saturday's results.

Consistency paid off and overall win went to Al Schonborn(Oakville, Ontario) and crew Roger Sheppard(Ontario) with two second places. This crew was also awarded first place among all the boats on the Circle D Course. Second place went to Marc Bennet and Julie Seraphinoff (East Lansing, Michigan) with finishes of 5 and 1. Tony Krauss (Bay Village, Ohio) and crew, Dave McCreedy (Canton, Michigan) placed third with finishes of 1 and 6. For Tony it was the initiation regatta in his new Mark IV, *W 11044*. When asked how he liked the performance of his new boat, Tony replied, "I think the other competitors were giving the Old Grey Guy in the *new grey boat* a free one! Either that or Nick Seraphinoff paid them off!"

A tie for fourth place went to Nick Seraphinoff(Detroit) and Chip Cunningham(Oxford, Michigan) and Sue Pilling and Steph Romaniuk (McDougall, Ontario). Kit Wallace, (Toronto, Ontario) and crew Jeff Hocking(Ontario) placed sixth. The final two teams, David and Ann Pugh, and Rob and Daniel Wierdsma, all from Oakville, Ontario, tied for seventh. Sarah Pedersen traveled from her home, Boise, Idaho but was sidelined when crew Nikos Damaskinos was called to a command attendance at his daughter's high school graduation on Saturday morning, the only time races were held.

On Friday evening Nick and Mary Seraphinoff hosted a welcome party at their home for guests and the fifteen Wayfarer sailors staying with them. Music was provided by a trio, banjo/guitar, bass and electric keyboard, all members of the River Boat Ramblers, who entertained the group with their toe tapping, easy going music.

The unpleasant weather forced a shortened regatta but in no way dampened the spirits and fun of the

Wayfarer participants as all the sailors were promising to return next year.

2015 Mayor's Cup – Lake Townsend Yacht Club – Greensboro, NC *Alan Taylor, Past Commodore, LTYC*

June 6-7 was the 38th Annual Mayor's Cup Regatta at Lake Townsend, Greensboro, NC. Thirty-five boats participated with fleets of Flying Scot, Tanzer 16, Wayfarer and Open. There were 6 Wayfarers, including a Mark 4, a Mark 2, a Mark 3, and 3 woodies.

Saturday's winds were in the 5 – 10 knot range, typical puffy shifty lake conditions. The Wayfarers were started with the Open division which consisted of Isotope Catamarans, Lightnings, a couple 21' keelboats, and a few other boats. It made for some interesting starts.

The first race was won by Kat Williams, a sailor from the Carolina Sailing Club. This was Kat's first time skippering a Wayfarer and perhaps her first time in a Wayfarer. She had a rock star crew in Mike Sigmund. Mike normally sails Buccaneer, but has sailed and crewed on Wayfarers on occasion. Second place by 30 seconds was Jim Heffernan in 1066 with Trish McDermott crewing. Trish and her husband Scott recently bought a Wayfarer but are still building their racing skills. I'm sure Trish learned a lot this weekend. Phil Leonard was third in his new to him woodie, W864. Ken Butler / Richard Johnson and AnnMarie Covington / Andy Naylor were a close 4 & 5 in their beautifully restored woodies. Alan Taylor and Gareth Ferguson were sailing the Wayfarer Class loaner boat. They would have done better if they hadn't had been over early at the start. AnnMarie beat them by 5 seconds.

The second race mixed things up a bit with Jim beating Kat and Phil and Ken swapping 3 & 4th. Gareth, a 13 year old, took the helm of the Class boat and showed that he is a natural. The third race of the day Ken chased the wind on the right side of the downwind leg and pulled a horizon job on the fleet. Kat was second with Jim, who got caught on the left side with no wind and to leeward of the San Juan 21, coming in third.

Sunday the wind had shifted to the south, which on Lake Townsend means 3-7 knot winds with 110 degree wind shifts. Alan helmed the first race and finished two seconds behind Jim. AnnMarie came in third followed closely by Ken.

The second race on Sunday, Gareth took the helm and again the Ferguson/Taylor team came within four seconds of catching Jim. It was a photo finish. Ken was third followed by Kat, Phil and AnnMarie.

Overall the racing was very close with an average of 4.5 minutes separating the fleet. Final standing found Jim & Trish in first, Kat & Mike in second, Ken & Richard third, Gareth & Alan fourth, AnnMarie & Andy fifth and Phil & Jeannie in sixth by one point. The Wayfarer fleet has been building at Lake Townsend over the past few years. Plan to come out next June for the Mayor's Cup. Also, a regatta not to be missed is the HOT Charity event October 31-November 1. Hope to see y'all On the Townsend.

The Fine Art of Pinching

examined from stem to stern

Uncle Al Schonborn W3854

This is a re-working of an article I wrote for the Rebel Newsletter and the CWA Yearbook in 1993

On *SHADES*, Wayfarer 3854, we have spent much of 1993 outpointing the opposition. I tended to attribute this to being in tune with my sails and my boat, more than anything else, until the weekend of the Clark Lake Invitational Regatta in late September. There, we sailed Tim Dowling's Rebel #4069 with a very competitive fleet, and once again, people were commenting on how well we were pointing. This caused me to re-examine the whole matter.

As Wayfarer Class Coach, I am reporting my findings to you - for your perusal and possible comments and discussion.

As I see it, there are three aspects that can affect pointing:

1. boat and rigging set-up
2. sail and boat trim
3. helmsmanship

I now propose to briefly cover these three topics as they relate to pointing close to the wind to best effect.

1.Set-up: From stem to stern, the following are the essentials

Jib Luff: The entry should be pretty well as flat as you can get away with. This is of course a factor controlled by jib halyard tension - the tighter the halyard, the flatter the entry (this assumes a jib luff sleeve that is

not getting tensioned along with the halyard, i.e. that is not fastened to the luff wire at the tack).

Beware, however, of conditions such as waves, where it is easy to overflatten the entry to the point where the steering groove becomes too narrow for the conditions and the windward and leeward tickers on the luff indicate both stall and luff at virtually the same time. If this situation is allowed to continue, you are doomed (to poor everything). As they say: "When in doubt, let it out!" In this case, let the jib halyard off until the narrow groove problem is alleviated.

Jib Leech: Using a needle and some real wool, thread a 3 - 4 inch telltail through the folded sailcloth at the very aft edge of the leech, about $\frac{3}{4}$ of the way up from the clew. Proper use of this essential tool will require a window in the mainsail positioned so that the crew can see this windtuft while sitting out to windward. Alternative: If you cannot see the jib leech telltail, then a good alternative is to have the helm steer according to the dictates of the lowest of your three luff telltail positioned at quarter, half and three-quarter height while the crew sheets in until the upper telltail matches the performance of the lower.

Jib Sheet Lead Position: Base position should be where a straight line from the halfway point on the luff through the clew would meet the jib track. Lead position on its track is not crucial - ours haven't been moved in 20+ years. If you must move your leads, a bit forward from this position gives a fuller foot when the jib is trimmed to best advantage, if you want extra power to punch through waves. And the reverse can be done in very flat water and lots of wind.

Boom Vang/Kicker: This must be powerful (ours is about 40:1, a lever supplemented by 6:1 purchase on the control lines) and easy to adjust at all times (ours leads to the helm on both sides of the boat).

Bridle: In my opinion, the crucial consideration is not to have a bridle that is too long and thus prevents you from putting the maximum tension that you can get away with on your leech. In my experience, main leech tension = pointing ability (But you must be careful not to overdo the main leech tension bit either, especially in light winds!)

Mainsail Leech: As on the jib leech, thread a telltail through the leech, about $\frac{3}{4}$ of the way up from the clew.