



The Wayfarer **SKIMMER**

United States Wayfarer Association
Spring 2015-1

PRESIDENT'S RACES **CAP A WAYFARER FORTNIGHT**

Dave Hepting, W10862

It is an evolving tradition for some of the Wayfarer sailors who travel south to the Midwinter Regatta in Florida to stay on and expand the trip into a winter vacation. Two more weekends allows participation in a regular weekend of club racing and then a wrap-up with the George Washington Birthday Regatta, all at the Lake Eustis Sailing Club; combined with other weekday activities at the club and elsewhere.

GEORGE WASHINGTON BIRTHDAY REGATTA

The regatta is an open regatta, but with enough Wayfarers registered to have our own set of trophies. Winds were near perfect the first day and three races were held. The second day, high winds were predicted and the fleet elected not to sail. This turned out to be a wise decision, as numerous other boats retired, some with damage. It also allowed the visiting sailors to pack up earlier and head home ahead of an advancing snow storm. Jim Heffernan was the clear winner of the regatta with three firsts in the three races. Eighty-three year old Jim Lingeman showed that enthusiasm is no substitute for experience, with two seconds and a third. An important part of the tactics on the course revolved around dodging the keelboats sharing the same course and start. Ken Butler showed how to help populate a regatta, being the senior of three generations of his family to race in different classes at the regatta.

BETWEEN THE REGATTAS

Although February has typically good sailing winds, the weekend of club races was more typical of the rest of the year with light winds, with Heffernan "only" achieving two firsts and a second, the other places divided among the fleet. Perhaps more importantly, it was a good weekend for tryouts and practice. Jim

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Buy a Wayfarer: Join a Family!

AnnMarie Covington, Epiphany W276

At the end of the 2014 season, my wood Wayfarer, *Epiphany W 276*, had completed two full years of sailing/racing since her restoration by Jim Heffernan and me. By my calculations, we sailed an average of 6 days a month year round, mostly racing, but also wonderful lazy cruising on lakes, and a week on the Chesapeake Bay. She needed a major medical check-up. Initial findings...A hole in her port centerboard trunk just above the water line, as well as several other spots ... OK...OK, I mean AREAS of rotten wood that needed to be cleaned out and replaced with epoxy. Plus, the deck showed signs of missing bits of wood filler over nails and resultant water damage to the underlying wood.

I endeavored to spend December and January refurbishing her with my goal being to have her ready for the Lake Eustis Midwinter races at the end of January. As you might expect, it took many, many weeks to patch, epoxy, sand the deck and interior and apply 5 coats of varnish, and apply a non-skid coating to the floorboards. Plus, I needed to learn the proper techniques for each of these tasks...many thanks to Jim and others whom I consulted. I completed these repairs with two weeks to go before Midwinters and then scheduled to race with CSC (Carolina Sailing Club) in their winter series on Lake Jordan so that my crew Matthew Stalnaker and I could get in some pre-midwinter practice. Now, some readers may already know that *Epiphany* has a tendency to 'kiss' other boats. Most of the time, this does not have serious consequences. However, on the very first start of the first race after her refurbishment, a 420 put a hole in her starboard bow...fortunately above the water line. No, I was not on port tack!

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GWB Regatta continued from page 1

Heffernan took out a potential Wayfarer sailor as crew, and several sailors practiced their single handing skills. Izak Kielmovitch sailed a Hartley Mark IV with Nick Seraphinoff as crew. Apparently the boat sailed well, as Izak had a best finish of Second and bought the boat, replacing his Mark I.

Activities were not limited to the weekends. A midweek lunch was the justification for a trip to Sinbad's Restaurant (by Wayfarer) with the fleet joined by a Flying Scot sailor in a borrowed woodie Wayfarer. Several impromptu "seminars" occurred during the week, with Nick Seraphinoff one day showing how to install the Hartley masthead flotation on several Wayfarer sails, and on another day showing fiberglass repair techniques. Dave Hepting displayed his new aluminum rub rails that he installed on his Mark IV, an apparent hit, as he assisted in installing them on one additional Mark IV so far, with two in progress.

In addition to the club-centered activities, visitors took advantage of other activities in the area. This year there were fewer trips to Disney World and the Daytona Beach and St. Petersburg beaches. There was a trip to Cedar Key, an as-yet undiscovered locale reminiscent of Key West in the 1930's. A trip to see the manatees (aka the endangered "sea cows") by kayak, turned out to be a trip for the manatees to see the kayaks, the National Commodore's kayak being nudged by one of the placid creatures.

In case you want to pencil it in on your calendar, next year's Wayfarer Midwinters are February 5-7, with club races the following weekend, and the George Washington Birthday Regatta on February 20-21.

Hans Gottschling

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WINTER TALE continued from page 5

line (you know—that black line I carry) and pull me up onto the good ice. They were yelling something back at me—I think they were arguing with me—but I told them my ears were bad and I couldn't hear. So finally one of them came out on the ice. I had made a few throws and the last one stretched the rope all the way out—about 75', I think. He was on good ice. He couldn't get me up by himself. Then he finally got a couple more guys to come down and help pull. The boat slipped up on the ice no problem. They pulled me onto the good ice and then they let me know they were pretty damn pissed at me.

"You're not even a member here, are you?" they asked. You know the elitist tone they can take.

I said, "No, I'm not, but I'm permanent crew for Nick Seraphinoff and he said I could come down and take his boats out anytime I wanted. Is the kitchen still open?"

So, Nick, you might have to answer a few questions about that when you get back. Otherwise, when I was lifting the boat out I had a good look at the bottom and it was fine. I mean absolutely fine. I had already decided that if it was damaged the slightest bit I would buy it and let Tony sail it until a replacement came in. But it's fine, so you don't even have to tell him if you'd rather not!

I planned to come back down Thursday to move the rest of the boats, but I needed a day of rest. I was shot. But I am *so satisfied*!

Say hi to Tony and his Mary and everybody else! (By the way, I checked the weather and didn't see any storm in Florida. It looks like you're going to have a fine race). And a special hello to your Mary too.

Tony's got a hot boat now! You remember what they used to say about hot rods in the 50's: "Break them in hard; break them in fast: they stay *hard and fast*." I think they used semicolons in the 50's.

Cato

P.S. I wasn't asking to put the burger on your tab! I just needed your OK for them to serve me. Anyway, thanks! It was typically thoughtful of you and it really hit the spot. Next time it's my treat at the Whitehorse. Get better, man.