

Al, solo skippering *Fanfare* decided to sit out the heavy wind and offered his rudder to Steve but it would not fit so in the end neither of them raced this day.

Mike Sigmund and Ellen Heywood sailing Heffernan's *Morning Star* found the same gust of wind that Al found the prior day but it was blowing 3 times harder and they went into the drink as well. The three Isotopes, racing in top winds for solo sailing that boat, all capsized and only John Kuzmier managed to continue racing.

It was a very challenging day with the high gusty winds, plus white cap waves, which at times seemed like 2-3 feet, were crashing over the bow and into our faces. We were able on numerous occasions to get the boats up on a plane which made the day that much more fun. In this wind it seemed unnecessary to fly our spinnakers, and who needs them anyway when you're up on a plane without them!!

The first race was a Windward Leeward consisting of six legs and it took concentration to stay focused and energy to deal with the physical tension due to the winds and heavy waves. The waves however aided us in getting onto those nice planing runs!!!

The second race was a Modified Olympic course with a triangle and another windward with a downwind finish. The jibe mark location made for a fun broad reach and a wicked jibe to head to the leeward mark!!! This is one of my personal favorite courses since I come from the multihull history!!

We then had a nice sail back to the marina where we pulled our boats out of the water and headed up to the picnic shelter for the social where we feasted on fried chicken, pasta, and various deserts brought to us by the lovely and talented, Wanda our famous cook!!! And let's not forget the cold drinks to be had to refresh our dry mouths!!

After tallying the scores, the final results were announced and trophies awarded to Jim and Linda Heffernan, first place, Phil and Cathy Leonard, second place, and Uwe Heine and Nancy Collins, third place. The event was a great success and with the ever growing fleet of Wayfarers we hope to be the largest fleet next year and compete for the Mayor's Cup itself!!

Excitedly submitted!!

Phil Leonard

Captain, Fleet 15

BAYVIEW ONE DESIGN DETROIT RIVER

Julie Seraphinoff W10861

A small but mighty fleet of Wayfarer Mark IVs took on the Bayview One Design regatta June 4-5, with the Mississauga Sailing Club duo of Anne and David Pugh coming away with the first-place trophy. This was the first regatta in North American Wayfarer history where only Hartley Mark IVs showed up to compete.

While only six boats raced, the competition was fierce. Joining the Pughs in travelling to the BOD from Canada were Sue Pilling and Steph Romaniuk from Perry Sound, who were competing in a Mark IV for the first time ever, and the MSC team of Rob Wierdsma and son Daniel Wierdsma. Pilling/Romaniuk and the Wierdsmas are all in training for the upcoming Wayfarer Worlds in the Netherlands. Tony Krauss came in from Cleveland and was joined by crew Ed Barshaw of Detroit area. The Michigan contingents were Marc Bennett and myself, and the inimitable Nick Seraphinoff and crew Chip Cunningham.



Wayfarers enjoyed their own private set up area at the Bayview Junior Sailing Facility.

The tight competition shows in results from the five races sailed Saturday. The Pughs took the first race, with team Wierdsma finishing second. The second race was won by Bennett/Seraphinoff who had cleared out the cobwebs after a last-place finish in the first race. The Nick and Chip team came roaring to the forefront in the third race, taking advantage of a tactical move of sailing to the far side of the river rather than sticking to the shore. The move paid off for Tony and Ed as well, bringing them a second place. The Bennett/Seraphinoff team sailed Jamaica Blue to first place in the fourth race, while the Pughs in Reckless Abandon won the final race of the day.

End of the day had the Pughs first, Bennett/Seraphinoff second and the svelte, moving-their-boat-well Wierdmas in third. There was no room for mistakes in this group, making for some exhilarating beginning-of-the-season sailing.

Unfortunately, racing was cancelled Sunday as thunderstorms were tracking across Michigan. The entire Wayfarer fleet (OK, except for Nick who says he doesn't have to sail in the rain anymore if he doesn't want to) was keen to get out on the river. Everyone was in full heavy-weather sailing gear and ready to launch when the committee called a delay and, ultimately, cancelled.

Initially, the plan had been for the Wayfarers to sail out of Crescent Sail Club on courses on Lake St. Clair. But, after some organizational confusion, the fleet was moved back to courses on the Detroit River right off the Bayview Yacht Club. Launching issues from past regattas (limited hoists and steel beams) became non-issues when the fleet was moved to its own little bit of heaven at the BYC Junior Sailing facility. Sure it was across the canal from cheap beer, but easy ramp launching, ability to have access to our cars and our very own bathroom facilities made up for that one pitfall. Everyone agreed they would like to sail on the river again if we can launch from the junior facility.

And once again, Nick and Mary Seraphinoff were gracious hosts to the fleet. They opened their beautiful home to everyone, even though they were one week out from participating in the annual Indian Village Home Tour. Nick and Chip had been working hard throughout the week rigging boats from a container recently landed from England. The graciousness and hard work of Nick and Mary and Chip were appreciated.

A REPORT FROM THE SOUTH

*Dave Hepting W10862
Captain, Fleet 3*

With the Memorial Day Races behind us, Lake Eustis Wayfarer Fleet Number 3 has completed its official racing season.

Racing in Florida is best in the fall, winter, and spring; and many of the Lake Eustis members are either planning summer vacations, or are retirees who have returned north for the season. Formal club racing is from Labor Day to Memorial Day. The remaining Wayfarer sailors will again do informal races all summer with the Laser fleet.

Long-time Wayfarer sailor Jim Lingeman has announced that he is selling his home and boat and moving into a retirement home in Chicago with his sister Dot. Jim is our senior Wayfarer sailor both in terms of age and length of membership in the Florida fleet. As well as being our best sailor, he has been our unofficial sailing coach. It is hard to imagine the Club without him. He leaves in a blaze of glory, winning the Wayfarer club championship yet again this year. Plans are afoot already for the February Wayfarer Fortnight, with the Midwinters, followed the next weekend with the Wayfarer Singlehanded Regatta, and then the George Washington Regatta on the last weekend. In-between, we will again have kayaking, a cruise, and other activities.

In addition to our regular round-the-buoys races, the Lake Eustis Club has had several Round-the-Lake races this season. The Wayfarers are finally beginning to figure out the race, with one Wayfarer finally taking a 3rd on corrected time on Memorial Day.

A problem in building and maintaining the Florida fleet has been having used boats available at the club for sale. The price of a used Wayfarer is attractive; having to drive a thousand miles to look at one is not. Commodore Jim Heffernan made arrangements to have a donated cruising Wayfarer brought to Florida, and it slowly being converted to be suitable for club racing. Thanks to all those who have donated parts and labor.

2016 CHESAPEAKE CRUISE PHOTOS on page 6

Top: Wayfarers sailors gather at the Dock House on rainy Monday.

Dick Harrington enters the tent on Blue Mist.

Center: Sunshine returned on Tuesday for a lovely sail from Tangier Island to Watts Island and a picnic lunch.

Bottom: Wayfarers rest at anchor on the beach of Watts Island, a favorite destination of Chesapeake Cruises.

The Bay view Inn was a welcomed stop for the sailors after a wet sail from Smith Island on Monday. A hearty breakfast the next morning fortified the group for the day's sail.

Photos by Bruce Idleman

2016 MAYOR'S CUP and BAYVIEW ONE DESIGN



2016 MAYOR'S CUP/BOD PHOTOS ON Page7

Top: Wayfarers line the dock at LTYC.

Cathy and Phil put in some serious hiking during Sunday's heavy wind races

Center: Annemarie Covington and Susan Cole competed in Epiphany's last regatta as the beautiful wood boat is for sale.

Another female team, Trish McDermott and Ali Kishbaugh, sailed in Trish's boat as Ali's boat is in progress. They placed second in Race 1!

Photos by Linda Marsh

Bottom: Steph Romaniuk, Marc Bennett and Julie Seraphinoff are all smiles after Saturday races at Bayview One Design.

On Sunday Sailors watch the storm clouds from the BYC clubhouse.

Photos by Julie Seraphinoff

making boats disappear at times in the grey mist, but we were fortunate that both the Bay water and the rain were warm, and the winds were not too strong so no one got cold until just before arriving in Tangier Island at Milton Parks Marina.

Everything was soaking wet and even the stalwart regulars were open to the idea of finding a B&B. We were met at the dock by a stretch golf cart limo to transport ourselves and sea bags to the Bay View Inn, which treated us very well indeed. Later in the evening, after warm showers and wine and cheese, we trudged off to the only restaurant which remained open. Some of us enjoyed another Chesapeake specialty there, soft shell crab sandwiches, served legs hanging out and all, eaten in its entirety between two pieces of old fashioned white bread. Just ask Hazel for a review.

At sunset, one could see a line of clouds hugging the western horizon. Being on Tangier and Smith Islands does give the impression of being out to sea, and the line was evidence that Bonnie was moving on. Tuesday morning was bright and sunny, a perfect day to sail the 5NM to Watts Island, to the east of Tangier. The winds were light from the east at 5-10K, and it was both a challenge and a pleasure to tack down the dogleg channel through Tangier, past the crab sheds and the working waterfront. Kit and Patsy somehow managed to find themselves stuck in some Chesapeake mud next to a crab shack. What to do? You can't just jump out and push yourself off as you will go up to your knees in the stuff. A waterman in his skiff came to the rescue and pulled them down the channel, but Kit and Patsy reported that they didn't understand a word of the distinct accent for which Tangier and Smith Islanders are known. Hand signals are a universal language.

Our sail to Watts was a lovely reach in gentle winds. After rounding the north side of the island, we put ashore for a picnic, some swimming and more Dark and Stormies. Watts Island is a beautiful wildlife sanctuary and is fast eroding, like much of low lying land on the Chesapeake. The reach back to Tangier was equally enjoyable, until the wind died in the late afternoon. Unfortunately, the tidal current was again running against us in the entrance channel, and we were forced to break out the oars and paddles for some enthusiastic self propulsion back to the dock.

In the morning, the winds were light. Rather than fight the current again through the eastern exit from Tangier, several boat decided to go west and then around the top of the island, across the shallow flats, at Milton Parks' suggestion. This worked well until the wind died again, and we watched as it filled in for the boats having taken the other route. The wind speed continued to build and we all had a wild ride on a close reach back to Crisfield. Warm goodbyes were said at the Somer's Marina, and later in town after dinner, and the whole crew looks forward to next year.

Chesapeake Cruise continued from page 3



Peter Thorn demonstrates Smith Island's most popular mode of transport. Bicycles, the second choice, are in the background.

The second group left soon thereafter with Bob and Hazel, Dick and Tom, and Bruce and Katrina Idleman in their GP 14 (another post war British design that proved to be equal in speed and better pointing than our Wayfarers except in very light winds). Kit Wallace and Patsy Poulin and Bill Harkins and Margie McKelvey followed. For safety's sake, we sailed using the buddy system, and attempted to adhere to regular radio contacts. Brian Laux, who was sailing solo, decided to return to Crisfield and the comfort of his brother's home. It rained all the way to Tangier,