

"THE HARBOUR LIGHT"

The Newsletter of
Herrington Harbour Sailing Association
Rose Haven on the Bay
Friendship, MD 20758



COMDR, Tom Willess
VCOMDR, Steve Garber
RCOMDR, Will Keyworth
SEC, Rusty Morrison
TREAS, Jim Hargreaves
CRU. COM. CHMN, George Sabo
SOC. CHMN, Betty Hallett

November 4, 1981

Dear Friend:

The evening of Saturday, December 5, 1981, marks a very special occasion for the association!! On that date, HHSA will have its first annual Awards Banquet at Herrington Harbour Restaurant. The evening will begin with cocktails from 7:00 to 8:00 (cash bar). Dinner will then be served at 8:00 followed by the presentation of awards. A band will then perform for your dancing enjoyment until 1:00. (Accompanied guests are cordially invited.)

The menu will include:

Salad, Bread & Butter
Filet o' Beef and Crab Imperial
Vegetable and Potato
Dessert, Coffee or tea

The price for this wonderful evening is \$14.00 per person (\$28.00 per couple). This includes dinner, band, and gratuities.

If 65 or more persons attend the banquet, the lower restaurant will be ours. If there are less, we will use the upstairs dining room. So let's all plan to come. A fantastic evening is being arranged.

Attached as the last page of the newsletter is the reservation form. Please fill it out as soon as possible and mail, with check to,

Herrington Harbour Sailing Association
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The restaurant must have a final count by November 27, 1981. Therefore, please help us in planning the dinner by sending the reservation form in as soon as possible. Reservations cannot be accepted after November 27, 1981. Don't delay - mail today!

Any questions can be directed to Josie Remney at 751-2200 (work) or 425-7895 (home).

In addition to the banquet on December 5, 1981, association events include the last two races of the fall series. These races will be held the Sundays of November 8 and 15 with skippers' meetings at 0930 in front of the restrooms. Following the November 15 race, Larry Leonard of Leonard Sails will meet with us at approximately 3:00 p.m. in the restaurant to discuss sail trim and care. This is a great opportunity to ask questions and acquire valuable knowledge from one of the most respected sail makers in Annapolis. You can also ask Larry about the 10 percent discount his loft is providing HHSAs members on sail repairs.

The Annual Meeting was held Friday, October 30, 1981, and it proved to be an informative and fun time for all. The first item on the agenda was the Executive Committee reports. Subjects covered included finance, membership, racing, cruising, and social. To recap the finance report the Association, as of the date of the meeting, had cash-on-hand in the amount of \$1,000. This money will be used to cover the remaining expenses of the Association and the remainder of which will be maintained in the treasury for next year's operations. HHSAs membership is presently 135. The racing, cruising, and social reports summarized this season's events as well as discussion of next year's activities. The next item to be considered was the membership provision as set forth in the Constitution. After discussing various proposals, it was unanimously agreed that the existing membership provision be amended to expressly provide for both spouses to hold office or serve on committees at the same time. This is an important amendment for reasons that the Constitution now provides for full family participation.

The third item to be considered at the meeting was the election of officers. There was a motion from the floor, which was seconded, that the existing officers be reelected to serve next year. The motion was carried by unanimous vote. Following the election, the meeting was open for discussion, which was followed by adjournment. After the meeting, wine and hors d'oeuvres were served.

And now for that all time racing enthusiast and HHSAs connoisseur of good times, Rusty Morrison; now hereeeessss Rusty.

Fall Series - Part II

The second race of the Fall Series on Sunday, October 18, was a memorable one. Windy, wet, cold and rough. The winds were coming out of the southwest at between 25 and 35 knots and kicking up the biggest seas we've seen in a while. That's the great thing about this sailing association - where else could you possibly find people stupid enough to go out there in that slop.

Yachts started at the Herring Bay #2 marker where it was a unanimous decision on the part of the last race's spinnaker class that the chutes would stay in the bags today. The first leg was a reach out to the Herring Bay #1. The wind and seas were steadily building as the fleet approached the mark. At the mark we all had to harden and try to point to windward. This was a rough ride, especially for those of us in the smaller boats. We lost a couple of starters on this beat to the #69 can.

After finally rounding the #69, we thought it might get easy. This next leg was an extremely fast broad reach out to the #71 bell buoy. Just as we on Amygdala were thinking about how we were going to jibe the boat at the upcoming mark, we noticed Tomkat'n up ahead of us going around in circles with all crew members frantically hauling down sails. Unfortunately, Tomkat'n had just had her rudder broke completely off below the waterline. This was a bad break for Tom Willess and we hope C&C doesn't soak him too bad for a replacement. Luckily, Tom and crew were able to motor home with the aid of an oar lashed to the tiller for steerage.

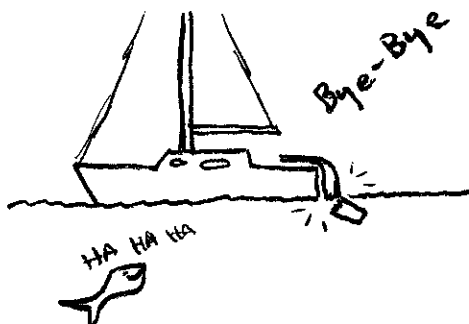
The jibe at the #71 bell buoy became quite an obstacle for a couple of boats. After trying unsuccessfully to bring the bow of Amygdala into the wind (everytime we came up we were locked in irons), the decision was made to jibe (either that or end up in Knapp's Narrows for oysters).

Surprisingly enough, the rig stayed in the boat and we were surfing northward to the 10B nun. Folks, I mean to tell you that these waves were big. For the first time ever, Steve Garber got that big ol' slug of a Catalina 27 out of the water and surfed. I can say that because Steve happened to win this race. The ride actually became fun after we broke out a couple of beers and some beach music (catch a wave and your sittin on top of the world . . .)

We rounded the 10B nun and it was back to the trenches for the close reach back home. This last leg took its toll on the crew sitting on the windward rail - every minute or two a wave decided to plant a big kiss on your face.

Well, I guess four boats made it to the finish. Steve Garber got a corrected time first place in Desperado. Terry Baxter followed with a second in his Oday 28 "Armada" and Rusty and Bob came in third in Amygdala. Bob Barbera won the race to the hot shower when we hit the dock.

It was a helluva race and I hope Tom gets his rudder fixed for the remainder of the Fall Series.



The cruise participants to Oxford and Dun Cove during the October 10-12 weekend were greeted by thousands of Canada geese, beautiful weather, and a great time. It was a tremendous way to finish the season as witnessed by Chris Newman who provides for us the following report. */

"An informal survey of owners in attendance at the last HHSA group cruise agree that, Next year all burgees will be camouflaged when we sail to Oxford". Those of you who did not attend may ask

"WHY?"

Those of us who were there will tell our stores like this . . .

Day #1

Town Creek Restaurant will never be the same. So many of us were there for dinner on Saturday night (10/10/81) that we had to be separated into two large groups. One group had about 12 at their table. Another group had about 8. I was one of the first to arrive but I quickly lost count. All those familiar faces kept coming in saying they were members of HHSA and 'Where was their table?' There must have been twelve yachts represented at dinner but I'm still not sure (must have been all the wine!)

A few of us had started across the Bay in 10 knot winds. Then, we ended up having to motor the last several hours. Where were all those steady Fall breezes we've heard so much about? Some of us anchored in Town Creek; while others hooked up imbibical cords at Mears, Crocketts, and Bates' Marinas. As few of us were up early Sunday morning to take an informal tour of Oxford - some on foot and some on bicycle. Rumour has it that our revered Commodore, Tom Willess (Tomkat'n), had several bruises and black and blue spots when the bike he was riding collapsed the night before. Rumor also has it that the HHSA group that continued to party over at Crockett's after Saturday night's dinner, almost got thrown out. Could eight people on one boat really make too much noise at 10 p.m. on a Saturday night? I wonder?

*/ Next time, Chris, please change the names to protect the innocent.

Day #2

Dun's Cove will never be the same . . . On Sunday (10/11/81) eight of the HHSA group left Oxford for Dun's Cove. We had light winds and luckily most of us didn't motor much. Ron Dailey (Antares) cheated some and turned on his engine to polish up his teak on the way over. Really, Ron?!?!?! Were you getting ready for "happy hour"? Don't get us into that routine!

Anyway, the group rafted together for our traditional HHSA happy hour. Food and drinks were terrific on this last cruise. Everyone really made an effort. And, the hot buttered rum was greatly appreciated in the 50° weather!

We also appreciated seeing our Treasurer, Jim Hargreaves (Adelante) sail into Dun's Cove during the second hour of our happy hour(s). Jim and Peg were you sleeping in on Sunday morning when we all left? Were you out touring Oxford? Don't you ever turn your motor on? Don't you like having a few drinks and watching the sun set? Trying to raft up, under sail, with a group that has been partying is a might difficult!

Finally, the "three vessel trimarin" that ran aground at dusk in Dun Cove was something else. Imagine, if you will, an attached Oday 28, Catalina 25, and Bristol 29.9 motoring together ???

[And lastly, Chris provides]

If any of you think that the HHSA group cruises are just to have fun. Well . . . we sail some, too. Those of you who feel hearty enough for a "frostbite" cruise should contact George and Chris (Epris) 536-7210. Is the season really over?"

Thanks, Chris

The Key To Performance Sailing */
"SAIL TRIM"

Sailing whether cruising or racing is a way of life for many of us who keep our boats on the waters of the Chesapeake.

*/ This article has been prepared by Will Keyworth, HHSA's Rear Commodore. Will is an active MORC racer, has been instrumental in organizing the HHSA race series, and has recently become the proud owner of a competitive Kirby 25. This is his first of several articles to appear in the newsletter in which he shares with us techniques on sailing.

This is the first in a series of articles on sail trim for the cruiser or racer to achieve optimum performance from your sails.

It is important to realize that for a sailboat, the sails are the engine. An improperly tuned engine does not deliver its maximum potential; the same applies to an improperly tuned set of sails. You might ask, "Why do I need to worry about the fine points of sail trim? I'm just a cruising sailor." Well, the answer to that question is simple. The better a boat sails, the more enjoyable sailing is and a properly trimmed boat will always sail better, not to mention faster.

This topic will be divided into several articles, with the first article dealing with terms and theory; following articles will discuss sail trim for light air, heavy air, and different sea conditions and types of rigs (fractional, masthead, etc.)

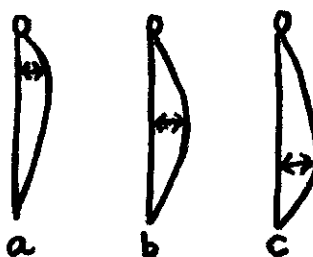
I'm reasonably sure we can move past the preliminaries of sail terminology such as luff, leach, foot etc. and move to some of the terms we will need to become familiar with in our discussion of sail trim.

The first term we need to understand is that of sail draft. Draft is a term which indicates the amount of "belly" or "fullness" a sail has (see fig. 1.1). All sails are built with a certain amount of draft. This draft can and should be controlled for different wind conditions. The draft determines the amount of drive or power a sail will generate. The placement of the draft, fore or aft, in the sail will affect both the balance of the boat (helm) and boat speed (see fig. 1.2). Draft will be discussed in future articles.

fig 1.1



fig 1.2



Note: Fig 1.1 Draft is the depth of the foil line a
Note: Fig 1.2 Draft can move or drift from the forward 1/3 to the after 1/3 of the sail.

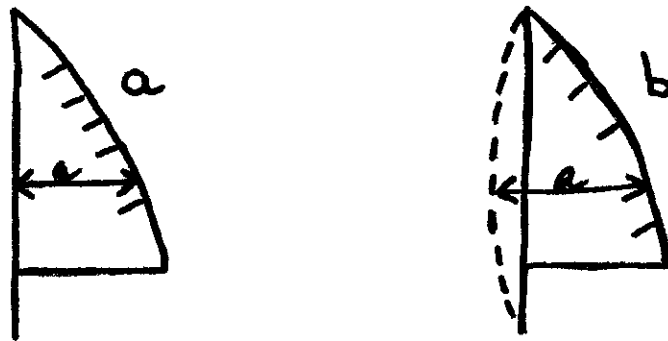
The second term we need to familiarize ourselves with is lead placement for the jib or genoa. Head placement is the point at which the jib or genoa is trimmed to the deck. Proper placement of the jib leads forward and aft will determine the amount of twist the jib or genoa has in varying wind conditions.

Twist is a relatively new term to sailing and is used to describe the condition of the leach of both the mainsail and the jib. Twist can be controlled by the position of the main traveler and mainsheet tension or by placement of the jib leads fore and aft as mentioned above. Details on how to control twist and the desired amount of twist will be provided at a later date.

Jib luff tension is the term used to describe how much tension you pull on your jib halyard. The amount of tension on your jib halyard will determine the position of the draft in your genoa or jib. The more halyard tension the further forward the draft will move. An appropriate amount of jib luff tension is critical to sail shape and sail trim. We will explore this and how it applies to varying strengths of wind in subsequent articles.

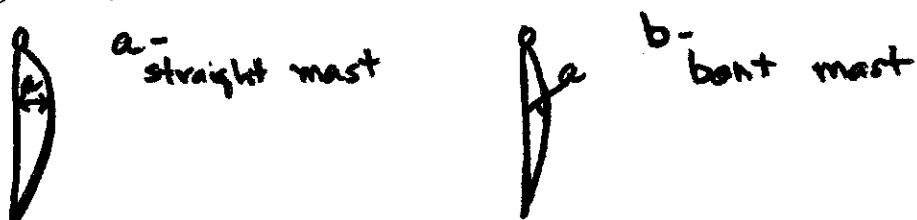
Downhaul and cunningham are terms used to describe devices designed to increase or decrease main luff tension and cause essentially the same effect as halyard tension has on the jib. Moving the draft forward or aft as desired.

Mast bend is a factor in sail shape or trim as it allows a sailmaker to put more luff curve in a sail creating draft and then as the wind picks up the sailor can bend the mast to remove draft and flatten the sail. (See fig. 1.3).



Note: That mastbend increases the distance of line "a" causing a stretching of the sail at the mid sections this flattens the sail out decreasing the draft.

(See fig. 1.4)



It is necessary for us to understand the above terms to better facilitate our discussion of sail trim in future articles. I will attempt to explain how a working knowledge and application of the theories of sail trim can (1) improve the speed and performance of your boat, (2) improve boat handling, and (3) make sailing more enjoyable.

Next month "Sail Draft: What it is, How it Works, and How to Control it."

GILLEY'S GALLEY

Dear Gilley,

I'm let down, take down, and about raze to the ground. The sailboat show did me in, Gilley - here I was among the sparkling beauties with spars outreached just begging for me to hoist the mainsail. However, with prices for partaking in such a pleasure so far beyond my "means" -- it has shattered my "dreams". Gilley, what do you suggest to reverse this depression.

Sincerely,

Begginfore Bigger

Dear BB,

While I can't satisfy your yearn for a bigger hulk, follow my recipe and you will not sulk. (Let's call it "Creamed Crabmeat a la HHSA".)

1/4	pound large fresh mushrooms with stems, sliced	1	cup heavy cream, warm
		1	tablespoon tomato paste (optional)
4	tablespoons (1/2 stick) butter		Salt to taste
1	small onion, finely chopped		Sprinkling of white pepper
1	pound lump crabmeat	1	tablespoon brandy
1/4	cup dry sherry		

Saute' mushrooms in butter in a large heavy skillet for approximately 5 minutes

Stir in onion and continue cooking until golden, approximately 3 minutes.

Add crabmeat and sherry.

Blend cream and tomato paste gently into crab mixture.

Season with salt and pepper.

Continue cooking, stirring carefully so crabmeat doesn't break up, for approximately 1 minute, until mixture begins to thicken.

Thoroughly stir in brandy before serving hot on rice.

Although HHSA shares the excitement and happiness of Betty Hallett and Neal McKinney in their decision to head south for the winter - and possibly make Florida their home; our happiness cannot disguise the fact that these wonderful folks will be surely missed.

Betty and Neal, your friendship is treasured by all and we all look forward to your return visits. (We also all accept your invitation to visit you this winter upon the first snowfall here.) To you, Betty, thank you for doing such a superb job as chairperson of the Social Committee.

Since they have decided not to take their boat, it is being placed on the market. It is a 1978 Crysler 22 with a 9.9 Johnson (with inboard controls, electric start, and charger). The boat has lifelines, bow and stern rails, stove and sink, porta pottie, and berths for 5. Many extras. The price: \$8,500. The boat can be seen at slip B-10. For information call Betty at 430-2657.

Ernie Keyworth, proprietor of Herrington Harbour Restaurant, has informed the Harbour Light of his restaurant's winter policy.

Between November 1, 1981, and April 1, 1982, Ernie will make available to Herrington Harbour slipholders a ten percent (10%) discount on food and beverages. The discount applies only where the purchase is made by cash or check. It will not be available when a credit card is used. Also, when a discount is requested, please inform the waiter or waitress at the time the order is being taken - not later, please.

In closing, please submit your reservation for the Awards Banquet as soon as possible. It promises to be a great evening of fun and celebration.

Thank you,

HERRINGTON HARBOUR SAILING ASSOCIATION

HERRINGTON HARBOUR SAILING ASSOCIATION

AWARDS BANQUET

Cocktails 7:00 to 8:00 (Cash Bar)
Dinner 8:00 to 9:00
Dancing 9:00 to 1:00

MENU: Salad, Bread and Butter
Filet o'Beef and Crab Imperial
Vegetables and Potato
Dessert

Price: \$14.00 per person (\$28.00 per couple)

NAME: _____

ADDRESS: _____

PHONE: _____

TOTAL NUMBER OF PERSONS ATTENDING: _____

TOTAL AMOUNT OF CHECK: _____

NOTE: Please make check payable to "HERRINGTON HARBOUR SAILING ASSOCIATION" and mail so that it can be received no later than November 27, 1981.