

June 5, 1981

HERRINGTON HARBOUR SAILING ASSOCIATION

Rose Haven on the Bay
Friendship, MD 20758

Dear Friend:

The first HHSA sponsored race was held Wednesday evening, May 13, 1981, and it proved to be a very exciting and funfilled event. First place honors went to Bob Parrish skippering his 28' Sabre, CHRISTA II, swiftly across the finish line at the #2 red marker (just north of the channel entrance). Hearty congratulations are extended to Bob and his crew for the superb job of boat handling and competitive spirit. Second place went to Tom Willess in his C&C 24', and third place honors went to Rusty Morrison/Bob Barbera in their Ranger 22'.

It was the first time for most participants to race their boats which were judged according to PHRF rules (Performance Handicap Racing Fleet). These rules consist of a performance handicap rating system providing equitable time allowances for sailing crafts of different designs racing against each other. The rating is based on the speed potential of the boat and it is the intent and purpose of this handicapping system that any well-equipped and operated sailboat has an opportunity to win.

The second race of the spring series was held Wednesday, May 27, 1981, and what follows is an account of the race by Rusty Morrison.

"With the threat of thunderstorms, four hearty boatmen prepared for the second race of the Spring Racing Series on Wednesday evening, May 27th. As it turned out, there was enough excitement in this race (even without the bad weather) to satisfy any sailor, be they novices or regulars on the ocean racing circuit.

It was decided to run a shortened course because of the 20-25 knot winds and questionable forecast. Steve Garber used his Catalina 27' as a committee boat and anchored it about 150 feet southwest of the #2 marker outside of the Herrington Harbor Channel to form a starting line. As the other three boats reached back and forth behind the starting line, the wind began to steadily increase. This made for a wild transfer of a late arriving crew member from Rusty Morrison's and Bob Barbera's Ranger 22', AMYGDALA, to Bob Parrish's Sabre 28', CHRISTA II."

The gun sounded and AMYGDALA crossed the line first with Steve Garber's Catalina 27', DESPERADO, hot on her trail (Steve had his anchor pulled up and sails raised immediately after the gun had sounded - what teamwork with that crew!). Tom Willess' C&C 24', TOMKAT'N, and CHRISTA II were quick to join the pack. As the boats beat up to the Herring Bay #1 marker off Holland Point, the seas began to build.

After rounding the #1 marker, the next leg was a downwind run to the 9-B buoy in the northeast part of Herring Bay. Good speeds were attained by surfing down the 3-4 foot rollers coming up the Bay from the south. DESPERADO had pulled into the lead and was beginning to put some distance between her and the rest of the fleet. By the 9-B buoy she held a solid lead.

Next, came a tacking duel back up to the weather mark at the Herring Bay #1. AMYGDALA tacked early to avoid some stale air spilling off the sails of CHRISTA II. Most of the boats were reefed and doing their best to keep themselves pointed high into the wind, but still maintain enough momentum to carry them through the rough pounding by the seas. The first boat to the weather mark was DESPERADO, which by now had built up a comfortable lead followed by AMYGDALA, TOMKAT'N and CHRISTA II.

The final leg, a broad reach back to the #2, was where the real fun began. DESPERADO by now, was certain to be the first boat to finish. AMYGDALA, in second place, was slowly being overtaken by both TOMKAT'N and CHRISTA II. If they headed up to gain advantage, she headed up; if they fell off, she fell off, but finally it was clear that boat speed was on the side of the pursuers. As the finish line drew closer, it was clear that it was going to be extremely close. Captain and crew on each boat were trying every trick in the book to get that extra quarter of a knot out of their boats. Meanwhile, DESPERADO had finished and Steve dropped his anchor so a clear finish line could be established using the #2 marker and his boat.

Well, ladies and gentlemen, everybody knew it would be close, but nobody even conceived of just how close this race was going to be. Would you believe that after 7½ miles of racing in heavy air TOMKAT'N, AMYGDALA and CHRISTA II all finished within 1½ seconds of each other! This was yacht racing at its very best!

Back in the bar after the corrected times had been established (PHRF handicapping) the official results showed that the order of placement was (1) DESPERADO, (2) TOMKAT'N, (3) AMYGDALA, and (4) CHRISTA II. However, the corrected order seemed of minor importance when compared to the excitement of the final leg of the race. Nevertheless, congratulations to Steve Garber and his crew for the fine job they did in winning (and serving as the committee boat).

It was a great race and it is important to note that for 3 out of 4 skippers, it was only their second race with their boats. We are all learning together so try it out - any boat can race and it can't be beat for sheer excitement."

The third race of the spring series will be held Wednesday evening, June 10, 1981, and there will be a skippers' meeting at approximately 5:30 p.m. (1730) at the Herrington Harbour Bar. It is hoped you will join in on the fun. In this connection two of HNSA's officers, namely Steve Garber and Will Keyworth are experienced sailors and enthusiastic racers and will be glad to discuss with you any questions you might have regarding the Association's racing program. Steve's home phone is 855-5647, and Will's home phone is 301-741-5190.

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The first HNSA cruise of the season started with a kick-off pot-luck dinner Friday evening, May 15, 1981, and it was great. Betty Hallett did a super job organizing the dinner. There was plenty of fried chicken, salads and vegetables. More importantly, however, there was a large group of very friendly people. Because of the wet evening, Ernie Keyworth, owner of Herrington Harbour Restaurant, allowed the Association to use the upstairs veranda. Ernie, sincere appreciation and thanks are extended to you for your gracious favor!

The following day started with a skippers' meeting in the morning, after which boats were provisioned and made ready to depart--destination: Dun Cove. By mid-morning, one standing on the marina lawn could see one boat after another leaving the marina flying a pink (yes, pink) ribbon from their respective back stays. From the marina the flotilla (in extremely loose formation) sailed east by southeast across the Bay and around Black Walnut point into the beautiful Choptank River. Once entering the river, the course was changed to north (up the east shore of Tilman Island) and into Harris Creek and finally settling into Dun Cove, a very picturesque anchorage. There, fifteen boats, forty-one people, and three dogs took refuge from

some fairly strong winds. Kurt Askin held a cocktail party aboard his beautiful 41' ketch (followed by "watch the weaving dinghies return home"). Thanks are extended to Paul Spence for his fine performance as cruise captain. The following is Paul's account of the cruise prepared together with his wife Jayne.

"The Association's cruising season began with a fun and exciting cruise to Dun Cove over the May 16-17 weekend. Fifteen boats sailed away Saturday morning in winds varying from 10-25 knots under the direction of yours truly. "Better late than never" was the motto of one of our parties who was seen anchored on the shoal outside the channel at Herrington Harbor. However, soon help arrived and again our friends were on their way. By late afternoon, all fifteen boats were safely anchored in Dun Cove. Several young participants organized a dinghy service which carried persons from member boats to a happy hour aboard "SHAROL". Others were rafted enjoying a happy hour of their own. By dusk, the fleet, including ZEPHYR, SHAROL, LINDA LEIGH, DEMERERA, PEA SOUP, MISS MUFFET II, SEGUNDO, TOMKAT'N, FANTASTICK, SEGEL FLYKT, PEGASO, FREE FOUR ALL, CARIBE, and SECOND WIND, moved to anchorages for the night. We slept under a full moon and awoke to sunshine and pleasant breezes. The early birds of the fleet weighed anchor while some of us relaxed over coffee enjoying the beautiful scenery of Dun Cove -- waterfowl, fish jumping, and even a colorful hot air balloon. Finally, the last boat made its way down Harris Creek and safely back to home port carrying pleasant memories of a very enjoyable cruise.

Thanks to all, Jayne and Paul."

The next cruise is scheduled for the weekend of June 20-21 to Shaw Bay. This beautiful little bay is located off the Miles River which is reached via Eastern Bay. The cruise captain for this event is the very able, Lou Cable. He will hold a skippers' meeting at 8:00 a.m., Saturday, June 20, in the parking lot located immediately in front of the old service station (presently being converted into showers). A social hour has been planned for Saturday afternoon between 1600 and 1800 hours (4:00 p.m. & 6:00 p.m.). Lou has some other good ideas which will be discussed at the skippers' meeting Saturday morning. Should you have any questions regarding the cruise, Lou can be reached after 5:00 p.m. at his residence phone number - 703-751-8766.

To initiate the Shaw Bay cruise, HNSA is having a "night-cap" party on Friday evening, June 19, 1981, at 8:00 p.m. (2000 hours). This opportunity to meet one another, have some fun, and share

thoughts regarding the cruise will be held adjacent to the tennis courts. Please bring your favorite beverage and a tray of hors d'oeuvres of your choice. An alternative location will be arranged in case of inclement weather. See you then. (Please call Betty Hallett should you have any questions. Betty's home phone number is 703-430-2657 and her business number is 471-1478.)

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● HNSA is having a contest and your participation is requested in providing a name for the HNSA newsletter. The winning entry will receive dinner for two at Herrington Harbour Restaurant (maximum \$20). Entries must be postmarked no later than July 1, 1981. Please, only one entry per member. (Board members are not eligible.) Send entries to the Association's mailing address.

● HNSA is now a "cooperating group" with Boat Owners Association of the United States (Boat/US). Under this participation plan, individual members of HNSA are eligible to join or renew Boat/US memberships for \$8.50, a 50 percent savings over its regular \$17 annual dues. By way of information, Boat/US not only represents boat owners wherever laws are made affecting the boat owners interest, but also has available group rate marine insurance, equipment at discount prices, savings on books and charts, correspondence courses, documentation service, finance plans, and other benefits. Forms can be obtained by calling Tom Willess (home 703-370-0682 or office 202-783-8131).

● Members with information, experiences or simply good schuttlebutt, to share with members in the newsletter, please call Tom Willess (number previously given) or Rusty Morrison 202-544-0757 (residence).

● Events for June include races on the 10th and 24th and the Shaw Bay cruise weekend 19-20-21. For July, races will be held on the 8th and 22nd; the La Trappe Creek Cruise of 18-19; and the crab feast on Sunday, July 26 at 4:00 p.m. Details regarding the July events will be contained in the next newsletter.

Thank you,

HERRINGTON HARBOUR SAILING ASSOCIATION

Tom Willess, Commodore (Slip B-6)
Steve Garber, Vice Commodore (Slip F-28)
Will Keyworth, Rear Commodore (Slip I-46)
Rusty Morrison, Secretary (Slip I-1)
Jim Hargreaves, Treasurer (Slip K-3)
George Sabo, Chairman, (Slip K-15)
Cruising Committee