

"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

August 7, 1981

Dear Friends:

The oldest active social club in America is about to get a glimpse at one of the newest. The South River Club, which has been in existence since 1722, is located at the head of Glebe Creek, the destination location for the HHSA August cruise to be held the weekend of 22-23. Glebe Creek is situated off the South River which in turn is situated approximately 15 miles north of Holland Point. (Harness Creek, also located on the South River has been discussed as an alternative.) To discover the pleasure of this cruise, the Association will draw heavily upon the knowledge and expertise of cruise captain, George Sabo, who has cruised the area on numerous occasions aboard "Pegaso" his Hunter 33. George, who deserves special recognition for his fine efforts in putting together the Association's cruise program, will provide further details of the cruise at the skipper's meeting to be held 0800 Saturday morning, August 22, in front of the new restrooms. It will be the Association's first cruise on the western shore and no doubt will be a fun filled and adventurous cruise for us all. Should a member wish to contact George prior to the skipper's meeting, he can be reached at his office at (202) 447-9403. At the marina, George's "Pegaso" is located at slip K-15.

In addition to the August cruise, the second and third races of the "Summer Series" will be held respectively on the Wednesday evenings of August 12th and 26th. Preceding each race will be a skipper's meeting at 1730 (5:30 p.m.) in the Herrington Harbour Restaurant Bar. It is hoped that the turn out for the first summer series race will continue. If you just want to crew, there is always room for a helping hand. (More on the racing activities later.)

For Labor Day Weekend, HNSA is proud to participate in the numerous marina festivities with the sponsorship of -- hold on to your binnacle -- "THE GREAT 'ROUND POPLAR ISLAND RACE." Yes, folks, you've heard of the Great Ocean Race, the Annapolis-Newport Race, and the Governor's Cup Race. Well, to add to the list of prestigious Chesapeake Bay events, HNSA is going to hold a sailboat race unique to its particular vantage point. The race will run from Herring Bay east to Poplar Island, through the narrows, and return.

The race will be held Sunday, September 6, 1981, commencing at the Herring Bay #1 marker (located approximately 1 mile NE of Holland Point). Boats should be in the starting area at approximately 10:00 a.m. (There will be no skipper's meeting preceding the race.) At approximately 10:00 a.m., the State of Maryland flag will be hoisted on the identified committee boat to initiate the starting sequence. The State of Maryland flag will be lowered one minute before the beginning of the "official starting sequence" (approximately 10:15). The starting sequence then follows with the hoisting of the white flag from the committee boat followed 5 minutes later with the hoisting of the Blue flag, followed 5 minutes later with the hoisting of the red flag. Once the red flag is up, the race has begun.

It is important that every yacht participating in the race pass the committee boat within hailing distance at least once prior to the "official starting sequence"; the purpose of which is to receive further race instructions, if any.

From the #1 green marker the race will involve crossing the Bay, navigating through Poplar Island Narrows, and returning to Herring Bay. The finish line will be at the Herring Bay #2 red marker (marking the southern tip of Long Bar at Parker's Shoal). The identified committee boat will be at the finish.

In rounding Poplar Island, it will be "skipper's choice" whether you enter Poplar Island Narrows from the north or south; however, all participants are required to honor the #1 marker at the southern entrance to the narrows as well as the red #8 nun at the northern approach by passing to the eastern shore.

The race around Poplar Island is approximately 21 miles long, the majority of which can be sailed under a reach (considering normal atmospheric conditions for this time of the year -- which sometimes can be the exception instead of the rule). The race will be scored under PHRF rules with trophies awarded to first, second, and third corrected time places (as well as additional awards for such categories as smallest boat entered, largest boat entered, first boat to finish, last boat to finish, and maybe a few surprise awards).

There will be an 8-hour time limit on the race.

Should you have friends or acquaintances with boats in the area, please advise them that the race will be open to non-members subject to a \$5 non-refundable entry fee. (Checks must be received prior to September 1, 1981)

Also, should you desire to sail spinnaker, a separate start will be arranged; provided there are enough interested participants.

Lord willing, (and the wind don't die) it is going to be one heck of a great race -- or you can "kick my astrocompass".

Any questions regarding "THE GREAT 'ROUND POPLAR ISLAND RACE" (including whether you want to sail spinnaker) should be directed as early as possible to Steve Garber or Will Keyworth. Steve can be reached at his office at (301) 428-4361 or at home by calling 855-5647. Will's home phone is (301) 741-5190.

In addition to the HHSa Race there are a multitude of events taking place at Herrington Harbour Marina over Labor Day Weekend. A discussion of these events follows:

"LIVING IN THE U.S.A." will be the theme of the festivities and decorations at Herrington Harbour this coming Labor Day Weekend. For Saturday, breakfast will be served from 8 a.m. to noon on the upstairs porch at the restaurant. From this vantage point, one will be able to witness the Saturday morning swim races, which will include events for both children and adults. The events will be broken down into age groups. The day also includes the dock decoration contest (following the Labor Day theme), Saturday afternoon dinghy races, and the judging of the docks. Saturday night includes a pool party with live music beginning at 8 p.m. For Sunday, again breakfast will be served on the Restaurant porch and in addition to the HHSa 'Round Poplar Island Race, Rose Haven Yacht Club will be sponsoring a fish tournament (possibly we will be able to troll during the race). Sunday evening includes a beach party and clam bake. Monday's events include a volleyball tournament consisting of the following teams: (1) restaurant, (2) marina, (3) visitors, (4) rag haulers, and (5) stink potters. Monday's events are concluded with an awards ceremony at the pool. /

Speaking of events, last month HHSa activities included the 5th and last race of the "Spring Series" a fantastic cruise to La Trappe Creek, the 1st race of the "Summer Series", and to top things off, the HHSa Crab Feast (with 20 bushels of crabs and 3 kegs of beer). To highlight these events, once again we are privileged to reminisce these activities (censored, of course) with our roving (at times seen weaving) reporter -- that connoisseur of good times -- Mr. Rusty Morrison. Now, once again, heressss Rusty. (Clap, Clap, Clap **/).

*/ The schedule (except for the HHSa race) will be more specifically discussed in a marina circular to be distributed later.

**/ Isn't that an alteration of a living body that impairs its functioning?

The La Trappe Creek Cruise was relaxing -- particularly if the way you relax is sailing all day in about a 6 knot breeze. That is to be expected in July and August on the Chesapeake.

One nice thing about the trip over and back was that the pace allowed one to stand at the bow pulpit and snatch those delectable little crustaceans from the sea (providing you brought a net). Once we arrived at La Trappe Creek, we found that the anchorage was very large with plenty of space to anchor. It was for another great mid-night cruise when the breeze freshened. However, unlike the breeze, the revellers of last month's cruise, never freshened. I confess that this writer was one of the first to succumb to the combination of a long sail in the hot sun and good gin. Certainly, there are worse fates.

The race of July 22 was a good one. Ten boats - I repeat Ten - started that race under light to moderate breezes. We even had our official committee boat, owned and operated by the famous Buck Buchanan, to start us off, and finish us. Thanks Buck - we appreciate it.

The first leg was a beat from the #2 marker in front of the Herrington Harbour to the #1 marker in Herring Bay (off Holland Point). We made a pretty sight, the ten of us, all close hauled as we made the most out of a 5-10 knot northwesterly breeze. The first one to the #1 was Steve Garber in his Catalina 27 "Desparado" followed by the rest of the pack.

The breeze freshened a bit for a long beat to windward, to the "9B" which lies due north. This was where tactics became important. Do I sail out on a long port tack into open water and take a chance on more wind and the tide? Do I stick to the shoreline on a long starboard tack and try to take advantage of the shore breeze? Or do I just grab another beer, say the hell with it and do what the turkey in front of me does? It paid to exercise good navigational skills because more than one of us initially mistook the 8B for the 9B. I think a few people also realized just how important it is for the crew to

tack the boat quickly. Over a long windward stretch such as this one many precious seconds can be lost on the tacks and it is amazing how good the crew gets towards the end of the beat. Steve Garber's Catalina 27 "Desperado" was first around the jibe mark followed by Tom Willess in "Tomkat'n" and Rusty Morrison in "Amygdala".

From there it was a long downhill slide straight on back to the Herring Bay #1. The breeze began to lessen somewhat for the run. It was interesting to note that several boats changed places during this leg depending on a boat's particular off the wind ability.

We rounded the Herring Bay #1 and headed home to the finish line on a nice reach. Everything was going fine until nature played a trick on everybody about 100 feet from the finish line. The direction of the wind changed by about 90° to the north - northeast and caused everybody to make at least one unexpected tack to get over the line.

The corrected time winners are (1) Steve Garber, (2) Tom Willess, (3) Rusty Morrison, and (4) Will Keyworth. It was great to see Ten boats out there and this is an impressive beginning to the summer series. Keep on coming out and remember that the more races that you are in the better off you will end up in the final standings for the Summer Series. It is just amazing how the competition has gotten better and better each week.

The Crab Feast was a huge success on Sunday, July 26. Plenty of good crabs, cold beer and entertainment. Special thanks to Betty Hallett, Will Keyworth, and everyone else who helped with the tent, tables, and chairs.

And thanks to you, Rusty, for your always interesting reaccountments. Now let's go below decks to see what Gilley has going on in his galley.

GILLEY'S GALLEY

Dear Gilley,

I'm upset, overset, overturned, and in need of some life-with-spice. What do you suggest to warm my innards.

Kinda Starvin

Dear Kinda:

Thank you for writing as I've hit upon something that will take care of your special need. With the cool nights of autumn fast approaching, here's a number that needs no coaching. For lack of better words, let's call it the "HHSA!Hot Crab & Shrimp Dip". Just follow these simple directions:

4 8 oz. pkg. cream cheese
5 banana peppers (At Giant in the
pickle dept)
3/4 lb. cooked crab meat
3/4 lb. cooked small shrimp
1 medium onion, chopped
1 medium fresh tomato
3 cloves of garlic

Melt cream cheese over double boiler. Remove stem and seeds from banana peppers. Chop very fine (or blend) peppers, tomatoes, and garlic and add to cream cheese. Then add crab and shrimp. Serve in chafing dish with your favorite chips (P.S. make a double or triple recipe as it freezes great and can be made ahead). To thaw, place in ship's ice box until evening and heat over double boiler. Can be used as a fondue main dish with a loaf of french bread to dip.

Okay, Kinda, go to it. Oh, by the way, Kinda, go with chilled Chablis and have a great time.

Now that we've had something to eat, let's discuss, a little more closely, the Association's racing program.

HHSA fleet racing rules are currently being developed (which will pertain to our club) and will be published under separate cover. Until circulated, HHSA will be following the rules and regulations of CBYRA

(Chesapeake Bay Yacht Racing Association) handicapped division which can be found in the CBYRA 1981 yearbook.

As applicable to HHSA's existing race program, in a five race series (i.e., 5 races each in the Spring, Summer, and Fall Series), the best 4 out of 5 races will be scored in accordance to the following low-point scoring system (based on corrected PHRF standings).

1st place receives	.75 points
2nd place receives	2 points
3rd place receives	3 points
4th place receives	4 points

and so on with 1 point added for each subsequent place (i.e., 16th place receives 16 points).

Again, the best 4 out of 5 races will be scored. Thus, a participant must "start" at least 4 of 5 races to qualify for a 1st, 2nd, or 3rd place trophy. If the participant races all 5 times, then he or she can throw out the worst score received during the 5 race series.

What if the participant starts the race but can't finish or the participant is disqualified, or otherwise can't start one of the races? How will the boat's performance (or lack there of) be scored? Here's how: Points awarded to DSQ (disqualified) and DNF (did not finish) participants will equal the number of starters. For example, if 10 boats start the race, then a boat disqualified or a boat that does not finish will receive 10 points.

The number of points awarded to a participant of a particular series but not starting a particular race in that series (i.e., a DNS), will receive a score of 1 plus the number of starters. Thus, if John Doe can't start the 2nd race of the summer series and 10 boats start that race, then John's Doe's score will be 11. Of course he can throw it out if he participates in the remaining races of that series and scores at least 10 in each race.

Does it sound complicated and hard to understand? If so, these rules will be discussed further and questions will be addressed at the skipper's meeting to be held August 12 at 5:30 (1730) at the Herrington Harbour Restaurant Bar. Or you can call Steve or Will or Bob Parrish, Chairman of the "Rules Committee". Bob's numbers are as follows: Residence (703) 360-7278, Business (202) 566-6605.

Pursuant to the rules just discussed, the first tabulated standings (and scores) in HNSA's Spring Series are as follows:

<u>YACHT</u>	<u>SKIPPER</u>	<u>SCORE</u>
"Desparado" (Catalina 27)	Steve Garber	7.25
"Tomkat'n" (C&C 24)	Tom Willess	11.00
"Amygdala" (Ranger 22)	Rusty Morrison/Bob Barbera	12.00
"Christa H II" (Sabre 28)	Bob Parrish	12.75

In addition to the yachts named above, special thanks are extended to the following participants who gave it their all in this challenging and gutsy spring series and shared in the toasting and laughter afterwards.

<u>YACHT</u>	<u>SKIPPER</u>
"Adelante" (Cheoy Lee Off Shore 31)	Jim Hargreaves
"Cheshire" (Marshall Sanderling 18)	Will Keyworth
"Hello Dolly" (Catalina 27)	Bill Gingras
"Love" (Morgan 22)	Josie Remmy
"Passage" (Hunter 27)	Brooke Perkins
"Songbird" (Catalina 22)	J. Chapin

One boat deserves special recognition. "Hello Dolly", Bill Gingras's Catalina 27 is equipped with every imaginable electrical gadget damn near known to man. For example, Bill presses one button and the starboard winch (self tailing) starts turning; he presses another button and the tiller automatically turns. Why he even has a remote control contraption that allows him to steer the boat while he is sun bathing on the foredeck. Now that's the boat to crew on -- you don't lift a finger, except that is for the next cold one.

Changes in the HNSA Calendar:

Whereas the Annapolis Sailboat Show is being held the weekend of October 17 and 18; and whereas it is a very popular event attended by many; and whereas the preceding weekend is Columbus Day and for many, a three day weekend;

The cruise scheduled for the weekend of October 17-18 has, therefore, been moved up to October 10, 11, and 12. The 12th is a Monday and the cruise will be organized so that participants will have a comfortable one day sail

back home on either the second or third day. Tentative destinations include Caulk Cove and Oxford.

The race, presently scheduled for Sunday, October 10, will instead be held Sunday, October 17.

Additional matters for consideration:

(1) Enclosed is a membership card for your signature. It will be not only for identification purposes when visiting other sailing associations, but also for service discounts such as Boat/US (HNSA members pay half the Boat/US fee).

(2) The initial order of 80 Association burgees have arrived and can be purchased from George Sabo at slip K-15 or Tom Willess at slip B-6. George will also have them for sale at the skippers' meeting Saturday, August 15. The price is \$17.00.

(3) The September cruise will be held the weekend of September 19-20 with a tentative destination of Leed's Creek across from St. Michaels. During this same weekend, St. Michael's will be celebrating its "Traditional Boat Regatta" complete with log canoe and skip jack races and outdoor entertainment. From all accounts, it is a sensational occasion. (Bring your cameras.)

(4) Gilley has just poked his head out of the galley (he's scrubbing the oven again) to request from you a favorite shipboard recipe to share with the Association's members in "The Harbour Light". Please address the recipes to HNSA at its address, attention: Gilley. Thank you.

(5) Please keep Friday, October 30 open as it is the evening scheduled for the Association's first annual meeting. It will be held at the Restaurant (probably upstairs) and there will be a wine and cheese party afterwards. The meeting's agenda will include election of the Board of Governors, amendments to the By-Laws and Constitution, and discussion. In this connection, the By-Laws, Constitution, and membership roster will be distributed some time in August.

(6) Also please keep Saturday, December 5 open on your calendar as this is the scheduled date for the HNSA "Board of Governor's Reception". This event will include a cocktail hour, dinner, presentation of trophies, and induction of HNSA's Board of Governors for 1982.

(7) If anyone would like to contribute an article to the Association's newsletter or has suggestions, please call Tom Willess at (202) 783-8131 (work) or (703) 37-0682 (residence). It is requested that articles be received by the end of the month for next month's publication.

(8) Robert Orme, an HHSa member, owns and operates Blue Water Marina (with maintenance and repair facilities) located on Rhode River. He has indicated that a discount will be available to HHSa members on work performed at the yard. Should you wish to discuss this matter more fully with Bob, he, or his son Bob, Jr., can be reached at (301) 798-1232. The address is 1024 Carrs Warf Road, Edgewater, Maryland 21037.

(9) Also, Larry Leonard, Jr., of Leonard Sails has offered HHSa members a 10 percent discount on sail repair, as well as pickup and delivery at the marina on multiple service requests. Leonard Sails is located at 222 Severn Avenue, Annapolis, Maryland. Larry can be reached at (301) 268-1161. HHSa will assist in arranging a convenient pick up date.

Larry has also agreed to be a guest speaker at one of our fall lectures and discuss with us sail care, sail trim, as well as answer some of our questions.

(10) As of the printing date of this issue of "The Harbour Light" HHSa has 117 members; and, in this regard, an informative membership roster is being finalized and will be circulated next month.

A sincere thanks for your interest is extended.

HERRINGTON HARBOUR SAILING ASSOCIATION