

"THE HARBOUR LIGHT"

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



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April 30, 1983

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"CALENDAR AT A GLANCE"

- 1) Wednesday, May 4 (6:20pm) Wednesday Evening Race Series #1
- 2) Friday, May 6 (8:00pm) New Members Cruise & Welcome Party  
(restaurant)
- 3) Sat-Sun, May 7-8 (9:30am) New Members (Adopt-a-Boat) Cruise  
(Wye River)
- 4) Friday, May 13 (6:20pm) Friday Evening Race Series #1
- 5) Saturday, May 14 (1:00pm) Novice Assistance Race
- 6) Wednesday, May 18 (6:20pm) Wednesday Evening Race Series #2
- 7) Friday, May 20 (7:30pm) Executive Meeting (all members welcome)
- 8) Sat-Sun, May 21-22 (9:30am) Cruise to Tilghman Creek
- 9) Friday, May 27 (6:20pm) Friday Evening Race Series #2
- 10) Sunday, May 29 (10:00am) 3rd Annual HHSA  
GREAT 'ROUND POPLAR ISLAND RACE
- 11) Wednesday, June 1 (6:20pm) Wednesday Evening Race Series #3
- 12) Sat-Sun, June 4-5 (9:30am) Cruise to South River

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Dear Friends,

The month of May affords an opportunity for some great cruising as well as to participate in the beginning of the association's third annual racing season. Not only are two great cruises planned (the weekends of May 7th and 21st), but the month of May marks HHSA's first "New Member Cruise and Welcome Party," the start of the Wednesday evening race series (May 4th), the Friday evening race series (May 13), as well as two special race events; namely, the Novice Assistance Race on Saturday the 14th and the "soon to become international event" - the 3rd Annual HHSA Great 'Round Poplar Island Race on the 29th. These items, among others are discussed in this issue. Welcome to spring!!

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FIRST, AN EXTENSION OF GRATITUDE

The association wishes to extend to the following individuals a warm and generous thank you for your recent contributions to HHSA.

To Joe and Carole Sarnowski, thank you for your donation of a desk and filing cabinet for use in the association's "soon to be established" office/cubbyhole; and to Bob Neff who provided the necessary 120 mile transportation service with his truck (and strong back).

To "Leonard Sails" for conducting a valuable and interesting sail and sailing seminar for the association back in March; to Ron Johnson of "Block and Tackle" for providing the association a helping hand in putting together a couple of real nifty racing buoys for the up-coming season; to the marina for allowing the association use of the tennis courts for its "swap & sell"; and to Bay Yachts for providing the excellent sailing movie shown at the race hype meeting.

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IS YOUR NAME AND ADDRESS CORRECT?

Please look at the label attached to your copy of the newsletter. Your name and address will appear in the HHSA 1983 ROSTER as shown on the label unless a modification is requested. Thus, if there are any corrections or modifications to be made (i.e., if you prefer "Bill" instead of "William," if your spouse's name should be included, or if an apartment # should be shown), please contact the association secretary, Ron Dailey, on or before Wednesday, May 11, 1983. He can be reached at his office at 202-692-7961 or at home by calling 703-860-0338.

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EXECUTIVE COMMITTEE MEETING

The executive committee will meet on Friday, May 20 at 7:30pm. The meeting will be held in the room off the lounge at Herrington Harbour Restaurant. This meeting (as with all executive meetings) is open to the membership, and your attendance is welcome.

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NEW MEMBERS CRUISE AND WELCOME PARTY

To properly welcome the new members to HHSA and its terrific cruising program, the association is going to honor the occasion with, you guessed it, a "New Members Cruise and Welcome Party."

The party (appropriately preceding the "New Members Adopt-a-Boat Cruise") will be held on Friday, May 6, starting at 8:00pm in the upstairs dining room at the marina restaurant. The cost is \$3.50 per person to cover hors d'oeuvres. Liquid refreshment will be available at the upstairs bar on a pay-as-you-drink basis.

RHODE RIVER CRUISE

Saturday, May 7, 1983

Saturday, May 7, will be Herrington Harbour's First Newcomers "Adopt-a-Boat" Cruise. The destination is the Rhode River, one of the prettiest on the Upper Western Shore.

As previously indicated, the cruise will be kicked off on Friday night with the Newcomers "Adopt-a-Boat" Party. If you are an existing member that hasn't cruised before, a new member that wants to get started, someone interested in joining the Sailing Association, or an experienced cruiser willing to "Adopt-a-Boat," come out and join the fun.

Saturday at 9:30am there will be a Skippers' Meeting in front of the restaurant. Course information will be given out, and newcomers will be paired off with experienced cruisers. The fleet will then leave Herrington Harbour and meet later south of High Island in the Rhode River. The experienced cruisers will be responsible for getting their adopted boat to its destination and assisting them to get properly anchored in the raft-up.

Since we will be spending Saturday night at anchor, be sure to bring plenty of food and drink for the weekend. You should also bring an appetizer to pass among the other boats at the cocktail hour. Jack and Kathy Mason will be your Cruise Captains for this trip. If they can be of any assistance in planning the cruise, call them (work: 703-849-3555, home: 703-250-3306). If not, we'll see you at the party or the Skippers' Meeting.

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TILGHMAN CREEK CRUISE

Saturday, May 21, 1983

Jack and Jocelyn Marquez will be the Cruise Captains on this adventure up Eastern Bay, a short sail down the Miles River and finally a turn to starboard for the entrance to Tilghman Creek - one of the most secluded and beautiful anchorages on the Chesapeake Bay.

The entrance into the creek is tricky, so please plan to attend the Skippers' Meeting at 9:30am, Saturday, May 21 at which time Jack and Jocelyn will provide cruise information.

Should you wish to discuss the cruise with them prior to May 21, these great folks can be reached at home at 569-1616.

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## HHSA'S RACING SEASON STARTS

### A. The Two Evening Race Series

The Wednesday Evening Race Series commences May 4 with events being held every other Wednesday evening for a total of eight races. The specific dates are May 4 & 18; June 1, 15, & 29; July 13 & 27; and, finally, August 10.

The Friday Evening Race Series commences May 13 with events being held every other Friday evening for a total of seven races. The specific dates are May 13 & 27; June 10 & 24; July 8 & 22; and, finally, August 5.

The starting sequence for each series is as follows:

1st gun	-	6:20pm
2nd gun	-	6:25pm
3rd gun	-	6:30pm

Skippers' Meetings for these series will be held between 5:45pm and 6:00pm.

### B. The Novice Assistance Race

On Saturday, May 14, HHSA's race committee will hold this season's novice race. The race starts at 1:00pm and the Skippers' Meeting will be at 12:00 noon by the flag pole behind the restaurant. The purpose of novice class racing is to provide skippers new to racing an opportunity to race with one another without the pressure of competition with experienced captains. However, an experienced racing skipper will assist you in the race if the novice skipper so desires. Last year's novice race proved to be a great amount of fun for all participants.

In order that Bob Neff (HHSA's not so novice racing chairman) can assist interested persons in the further particulars regarding the novice race, please call him at home (301-257-3662) or at his office (301-981-6429).

Bob would also appreciate the assistance of seasoned racing skippers that will devote his or her day for crewing. If you can, give Bob a call.

### C. The GREAT 'ROUND POPLAR ISLAND RACE, Sunday, May 29 (10:00am)

The Third Annual Great 'Round Poplar Island Race will be held Sunday, May 29 with the first gun being sounded at 10:00am.

The race will commence at the Herring Bay #1 marker (located approximately 1 mile NE of Holland Point). From the #1 green marker, the race course will involve (1) crossing the Bay, (2) navigating through Poplar Island Narrows, and (3) returning to Herring Bay. The finish line will be at the Herring Bay #2 red marker. The race around Poplar Island is approximately 21 miles

long, and will be scored under PHRF rules (as later discussed).

In rounding Poplar Island, through the narrows, each yacht can choose to enter from the north or the south. However, all participants are required to honor the #1 green marker at the southern entrance to the narrows as well as the red #8 nun at the northern approach by passing each on the eastward side.

As reflected in last month's schedule, the 1st gun will sound at 10:00am. The second gun will then be five minutes later and the final gun (the actual start) will be ten minutes later at 10:10am; provided, however, there are no delays.

Registration for the race will be held at two different times. The first period will be Saturday evening between the hours of 7:00 and 9:00pm aboard Bob Neff's Catalina 27' "Columbine" located at slip A-10. The second registration period will be Sunday morning between 8:00 and 9:00am on the lawn behind the restaurant. A Skippers' Meeting will then be held at 9:00am Sunday to answer any questions regarding course, scoring, and rating.

Prior to race day, any questions can be directed to Bob Neff or Steve Garber. Bob can be reached at his office (301-981-6429) or at home (301-257-3662). Steve's office number is (301-428-4361) and his home number is (703-560-0539).

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#### HHSA RACING DEFINED

Now that you have an idea of the association's racing program for May (as well as for the 1983 season as reflected in last month's newsletter), discussed below is the rating system used in scoring these events. The following article was written by Rusty Morrison, HHSA's vice commodore, and extremely able racing skipper. Now, here's Rusty!!!!

"The last two years have seen the HHSA Spring, Summer and Fall series, along with the special events (Three Day Race Series, Round Poplar Island Race) become a well established racing program on the Chesapeake Bay. What we lack in sophistication, when compared to our counterparts in Annapolis, we have more than made up for in convenience, uncrowded waters and good natured competition. In fact, the only area where we, as an important sailing association with 150+ members, have fallen short, is in the relatively small percentage of our membership who are active in the racing program.

In an effort to increase the turnout for the up-coming racing season, you as readers of this newsletter will be subjected to a couple of articles over the next few months concerning the HHSA racing program. It is my belief, after speaking with several members at HHSA functions and in casual conversation around the docks, that many misconceptions exist concerning the handicap system that we use. What with all of the acronyms heard around racers - 10R, MORC, PHRF, MHS, it becomes confusing and understandably intimidating for the average HHSA weekend sailor to absorb all of the jargon.

This article will be devoted to a discussion of the PHRF (Performance Handicap Racing Fleet) system that we use exclusively. In the last five years, the PHRF system has grown to over 20,000 boats nationwide, boasting more than 77 fleets in 29 states. By comparison, only 2,000 boats now have IOR (International Offshore Rule) certificates, 1,500 have MORC (Midget Ocean Racing Club) certificates and 500 boats race under MHS (Measurement Handicap System). Why has the PHRF system become so successful? The answer lies in the fact that almost every cruiser or racer can race - and race fairly against each other. There is no such thing as a rule-beater under PHRF. Boats are rated according to how fast they go around the buoys - period. A good designer may still be able to fool a measurement rule such as (IOR, MORC or MHS), but the PHRF rating system matches the performance potential of your boat against all other sailboats using race results from across the United States, with particular emphasis on the Chesapeake Bay. Each area adjusts its own ratings to take into account local wind and sea conditions. PHRF recognizes that a boat will perform differently on the Chesapeake Bay than on San Francisco Bay. This local autonomy adds to the strength of the system.

The actual PHRF rating is a time allowance, in seconds per mile, for the boat in relation to the other boats in the race, with higher ratings being given to slower boats. Therefore, a boat with a rating of 198, such as a Catalina 27, owes a boat rating 216, like my Ranger 22, 18 seconds per mile. Underlying this concept is the assumption that every skipper and crew is capable of racing the boat to its speed potential as determined from past results. The handicap is calculated assuming that the boat will be competing in a race where there is a balance of windward, reaching and leeward legs. The important point to remember is that the family cruising boat that you have enjoyed for its roominess and comfortable accommodations becomes a competitive racer every Wednesday night during the season.

A word of caution is in order here before you run out and start buying mylar headsails and clearing room off your fireplace mantels to put the trophies on. The important concept in the PHRF system is the phrase "speed potential." This means that you and your crew have to work at it to be successful. When you first come out, you will probably be scratching your heads trying to figure out why someone with a higher rating than you has just gone by you. That is when it starts to become infectious. You will find that by racing, your knowledge of sailing accelerates rapidly. After a few times out, on a day when the conditions are right for your boat, you will just skoot by the guy who has been showing you his transom on previous occasions.

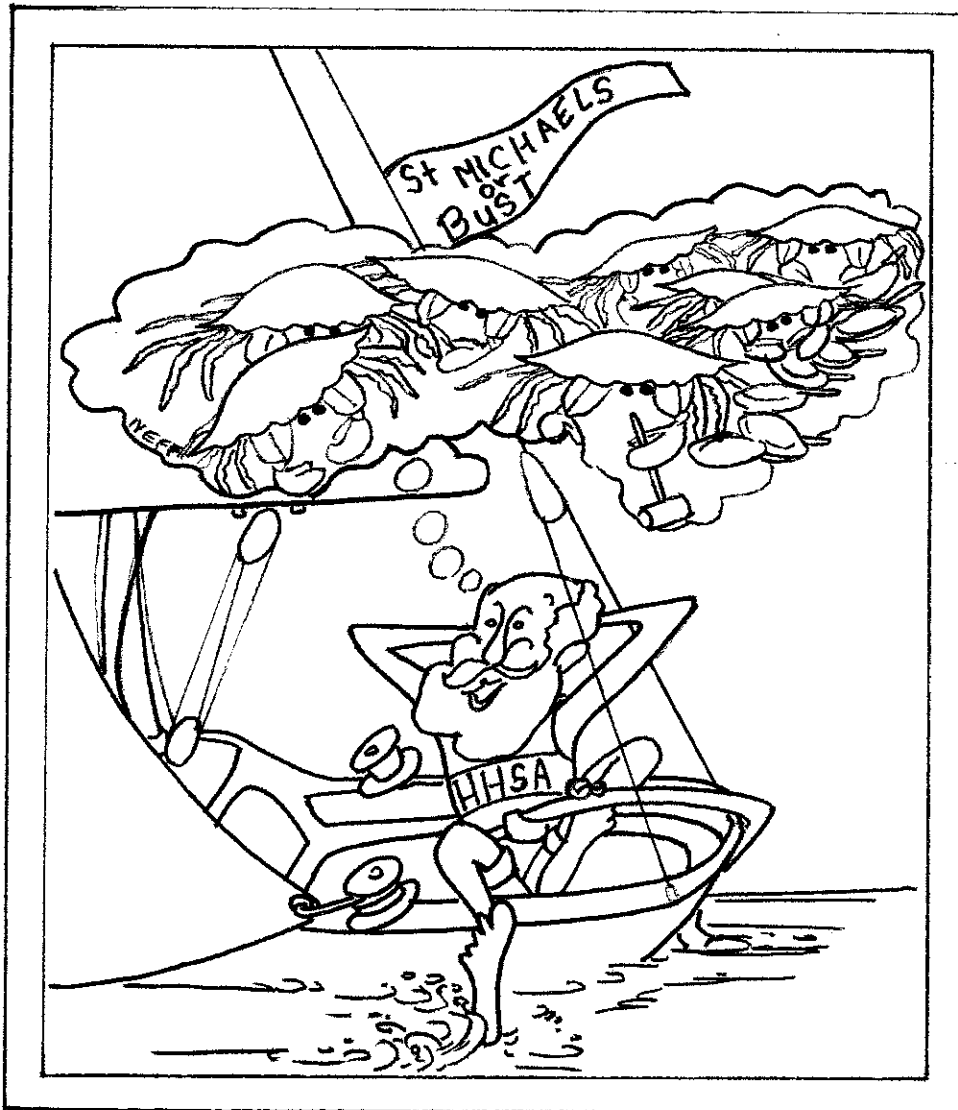
Contrary to some people's belief, the PHRF system does not favor hot boats and top flight skippers. In fact, it does, to a limited extent, penalize the better sailors and help those that are not as experienced. For instance, when the Santana 525 first came out, a top local skipper in the Southern California area was sailing it boat-for-boat with the J/24's. The handicappers in the area assigned a rating to the boat close to the Js. Since that time, the really hot sailors stayed in the J/24 fleet while the 525 sailors were not so competitive. As a result, the Santana 525 now gets 18 to 24

seconds per mile from a J/24. The rating had to be adjusted in order to keep the whole fleet competitive.

So now that you know how the system works, you are just dying to know what your boat's PHRF rating is - right? The HHSA race committee has that information or, even better, mail 20 bucks off to "PHRF of the Chesapeake Bay" and they will send you a rating for your boat. You don't need to be a member of the PHRF of the C.B. however, to race with HHSA - at least not this year. We are working on becoming a member club of CBYRA (Chesapeake Bay Yacht Racing Association) eventually and we hope to someday host one of the premier racing events on the Bay.

All of that formal stuff aside, the important thing is to come on out and try it. If you are anything like the rest of us, you'll find that it gets in your blood. I'll be writing some more in the months ahead about other aspects of the racing program as well as examining the finer points of this great sport. I extend on behalf of the HHSA race committee an invitation to all of you readers to come out this spring and participate. You won't be sorry."

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In tribute to the hardy souls that braved the perilous crossing to St. Michaels last cruise, this cartoon is dedicated!

HAVE A GOOD MAY!

HERRINGTON HARBOUR SAILING ASSOCIATION

How do I love thee? ... Let me count the waves.