

"THE HARBOUR LIGHT"

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



COMDR, Will Keyworth
VCOMDR, Rusty Morrison
RCOMDR, Jim Hargreaves
SEC, Ron Dailey
TREAS, Earl Hall
CRU/COM CHPN, Bob Enstam
RAC/COM CHPN, Bob Neff
SOC/COM CHPN, Al Walker

July 31, 1983

HNSA ROUND-THE-BAY CRUISE NORTH PARTICIPANTS RETURN FROM "SUPERCHARGED" EXPERIENCE; SAY HELLO TO CUMMINGS CREEK CRUISE AND THE BEGINNING OF THE FALL SERIES; HNSA CRAB FEAST RESCHEDULED TO SEPTEMBER 10.

"CALENDAR AT A GLANCE"

- 1) Friday, August 5 (6:20pm) Fri Evening Race Series #7 (final race)
- 2) Sat-Sun, August 6-7 (9:30am) Cruise to Cummings Creek (Pt to Pt race)
- 3) Wednesday, August 10 (6:20pm) Wed Evening Race Series #8 (final race)
- 4) Saturday, August 20 (9:30am) Start of Mid-Bay Cruise
- 5) Saturday, August 27 (1:00pm) Fall Race Series #1
- 6) Sat-Mon, September 3-5 (9:30am) Three day cruise to St. Leonard's Creek and Solomons
- 7) Saturday, September 10 (1:00pm) Fall Race Series #2
- 8) Saturday, September 10 (4:00pm) CRAB FEAST A LA HNSA (Steak?)

NOTICE....NOTICE....NOTICE

The 3rd Annual HNSA Crab Feast has been rescheduled from August 13 to Saturday, September 10. Please mark your calendar with the change.

A special flyer will be mailed to the members by mid-August. RSVP's will be required prior to September 6 to facilitate planning.

Your Association hopes that this new date will encourage maximum participation plus provide slightly cooler weather for a more enjoyable afternoon of socializing/feasting.

Dear Friends:

Even though the Annual Meeting (to be held Sunday, October 16, 1983) seems far away, the Executive Board has formed a Nominating Committee which, in turn, has started preparation of a slate of officers for 1984.

In this regard, your advice and input is requested. Specifically, if you would like to suggest a person (or persons) for an office (or offices), or if you are interested in serving the Association in an official capacity, the Committee welcomes your suggestion and encourages your response.

Please call a member of the Nominating Committee as soon as possible (preferably by August 24) in order that your input will be considered in preparing the elective slate. The Nominating Committee includes the following persons: Chris Cooper (office 382-9457, home 261-9117), Steve Garber (office 428-4361, home 560-0539), Sharon McWatters (home 301-551-5820) and Tom Willess (office 549-2100, home 370-0682)

The elective officers to be considered at the Annual Meeting include Commodore, Vice-Commodore, Rear Commodore, Secretary, and Treasurer. The names of those individuals recommended by the HHSA Nominating Committee will be published in the newsletter at a later date.

CUMMINGS CREEK CRUISE AUGUST 6-7

The weekend of August 6-7 will find the HHSA cruising fleet leaving Herrington Harbour for one of the best kept secret anchorages on the Bay. Everyone knows about and loves Dun Cove off Harris Creek. Few, however, know about Cummings Creek which is a few miles past Dun Cove up Harris Creek. Here you'll find an anchorage which is larger than Dun Cove and almost deserted, even on holiday weekends.

A somewhat tricky, unmarked entrance probably scares off the faint-hearted. The entrance is 9 feet deep and with a little care, there's no problem getting in. Once in the creek, which is more like a bay, there's nothing but beauty, quiet, and whatever fun you're in the mood for.

A highlight of the cruise will be a point to point race which will be optional for cruise participants. Although details are yet to be worked out, the race will probably go from Herrington Harbour to the #1 marker on the west end of Knapps Narrows.

Due to major engine problems, Hans and Pat Ulander have been forced to drop out as cruise captains for this cruise. Bob Enstam can be reached at work (703-849-3811) or home (703-620-5467) should you have questions. Captain's meeting will be at 9:30am on August 6 by the flagpole behind the restaurant.

REMINDER ON THE MID-BAY CRUISE
August 20-28

George Sabo and Colleen Kirn are in high gear with their plans to lead a nine-day cruise around the mid-section of the Bay from the lower Potomac to Crisfield and points East August 20 through August 28.

There's still time to sign up for this excursion, but don't put off talking it over with George at 703-573-7985 (home) or 202-634-9245 (office). The cruise schedule is flexible and George will welcome any suggestions for other places to visit.

So far, the itinerary looks like this:

August 20 -- to Mill Creek at Solomons I, August 21 -- to St. Mary's River and St. Inigoes Creek, August 22 -- lay day to explore St. Mary's City or day sail, August 23 -- to Breton Bay, August 24 -- to Yeocomico River, August 25 -- to Crisfield, August 26 -- lay day with optional visits to Tangier and Smith Islands, August 27 -- to Solomons I, August 28 -- return to Herrington Harbour.

FALL SERIES

The Herrington Harbour Sailing Association Fall Race Series begins on Saturday, August 27 and continues through Saturday, October 22 with a race every two weeks. This has traditionally been the very best racing of the season for HHSA. We have had cool clear days with good breezes from the northwest to propel us around somewhat longer courses than we run in the summer series. In addition to the weather, the race schedule is generally much more convenient for many members.

This year we are combining a cruise to La Trappe Creek and Dun Cove with Fall Series Race #4. This race counts in scoring the series for the racers, so we expect that this will be a cruise that the racers participate in heavily. Of course, the race is strictly voluntary, but I suspect that many of the cruisers will be participating and will provide some stiff competition. We are all looking forward to another great Fall series at HHSA. See you there!

LABOR DAY WEEKEND (SEPT. 3, 4, 5) CRUISE

On Saturday, September 3 HHSA's last "summer" cruise will leave for St. Leonard's Creek of the Patuxant River. St. Leonard's Creek has been compared to a Norwegian fiord for natural beauty. The plan is to anchor out on Saturday night.

As of this writing, we are still hoping to be able to rendezvous with the Rose Haven Yacht Club on Sunday, September 4 at Calvert Marina for a cookout. Calvert's is a full-service marina with pool and cookout area.

RACE RESULTS TO DATE :

After completing 6 races to date out of the 8 race series, the competition is tight in both the Wednesday and Friday night series. In the Wednesday night series, Bob Neff leads Division I (spinnaker) with a low score of 3 points (the lower the score, the better). There is a three way tie for second place among Rusty Morrison, Pat Summers and Jim Smith, each with 14 points. In Division II, Wednesday night series, Bill and Mary Pat Daily lead with $7\frac{1}{2}$ points, followed by Chris Brown with $11\frac{1}{2}$ and Joe Boyer with 14.

The Friday night series. Division I, has Bob Neff leading with 3 points, followed by Tom Bartley with 10 points and Rusty Morrison with 12. In Division II, Friday night we have Al Doyon leading with 3 points, followed by Milt Schechter with $9\frac{3}{4}$ points and a three way tie for third among Ward Bromaghim, Bill and Mary Dailey and Ron Dailey, all with 13 points.

Much can be decided on the last two races so be sure and come out to defend your position.

ANNAPOLIS TO HAMPTON RACE

The fleet of one hundred and twenty yachts that raced from Annapolis to Hampton, Virginia, included three entries from Herrington Harbour Sailing Association. Racing down the length of Chesapeake Bay were Bob Neff in his Catalina 27, "Columbine", Will Keyworth in his J-29, "Moonbeam" and Rusty Morrison in his Ranger 22, "Amygdala".

The race was a fast one, compared to last year, with a 15-18 knot breeze blowing out of the northeast on the first day, Thursday, July 7. The spinnakers and bloopers looked absolutely beautiful heading down the Bay. The wind finally died at about 2 am Friday morning and picked up to a light breeze by dawn on Friday. The last leg of the race from Wolf Trap light to Hampton was considerably slower than the previous day. A good time was had at the festivities at the Hampton Yacht Club over the weekend following the race.

WELCOME BACK HHSA ROUND-THE-BAY CRUISE-NORTH
IT'S GREAT TO HAVE YOU HOME

Twenty members of the HHSA left the Harbour on the 18th of June with destination, Broad Creek in the Magothy River. There was much excitement in the air as each boat left Herrington Harbour ready to explore "life on the Bay above Annapolis and on the other side of the bridge."

Boats making this first leg were: Finally (John and Jane Bourke), Regentag (David and Carolyn Bracket), Epris (George and Chris Cooper), Songbird (Bob and Marty Enstam and Urchins), Hello Dolly (Bill and Dolly Gingras, Adelante (Jim Hargreaves), Tintagel (Lee and Janice Himes), Freebird (Joaquin and Jocelyn Marquez and Urchins), Sharalee (Jack and Sharon McWatters and Urchins), Miss Muffet II (Hans and Pat Ulander and Urchin), Ryt (Harold and Remy Vanderryt and "Chi Chi"), My Mercedes II (Allan and Gail Walker and Urchins), Demerara (Charles and Pat Wehland), Circus (Al and Marie Doyon and Urchins), Serendipity (Pete and Margaret Gulotta and Urchin), Seventh Heaven (Tony and Martha Kowalski and Urchin), Samadhi (Jim Smith), Fantasea II (Stan and Ginny Fant), Trinity (John Cronin and Wife and Urchin), and Barnacle Bill (Bill and Jean Turner).

Fantasea went into shallow water getting out of Broad Creek but was gently freed from this sticky situation by Hello Dolly. The anchorage was delightful although crowded since the Parrish Creek Sailing Association had also chosen this as their starting off point on their traditional Northern Bay Cruise. As a matter of fact, Bill Gingras used to be a member of the Parrish Creek group and ran into some old sailing friends.

The trip into Baltimore was uneventful until the lead boats reached the Key Bridge. At this point the Bay unleashed one of its patented afternoon storms with winds upward of 60 miles per hour and visibility almost zero. The only thing to do was to try as best as possible to maintain some headway into the wind. Lightning was also very prevalent. After crossing under the bridge the storm began to lighten up, but the lightning continued. Suddenly a bolt came close to the lead boats in the fleet and for a brief moment we were all electrified as the top of Freebird's mast disintegrated in a puff of smoke. Fortunately no one was injured. Nevertheless, it is worth noting that the urchins on Freebird were the most "supercharged" for the remainder of the cruise. All boats made it safely to Baltimore Inner Harbour to face our next storm which was getting all boats registered into slips. Eventually it all worked out and cruise members "dock-hopped" back and forth with the greatest of ease.

On Monday Hello Dolly and My Mercedes II left the cruise to ~~return to Herrington Harbour. Ryt left on Tuesday to return to~~ homebase. The remaining group lost no time in exploring the attractions of Inner Harbor and nearby neighborhoods. A "bit of rain" didn't phase this group of hearty sailors who can feel at home and enjoy the best of every situation. There was much to see and do at Inner Harbor and Little Italy to keep everyone happy. Early Tuesday afternoon, the remaining 17 boats sailed down the Patapsco for a beat into the wind up the Bay. Trinity broke off and continued down the Bay towards home. Miss Muffet, Fantasea, and Regentag made it only to Bodkin Creek where they spent the night. The remaining 13 boats sailed and motored to Fairlee Creek for a pleasant night's anchorage. The entrance to Fairlee Creek was, to say the least, unusual and tricky "fur shurr". It seemed to actually disappear the closer one came. This was a great test to see who could follow range markers and keep the faith!!!!!! Now we can say that we've done it!!!! On Wednesday the cruise was shortened in order to allow the three boats from Bodkin to catch up with the fleet. The next night's

anchorage was in Still Pond. What a treat Still Pond was !!! fresh water, no sea nettles, and great swimming, bathing, shampooing (Ivory Soap and Prell do float) and tons of other water activities. One of the highlights of the trip was the ability to jump in and swim anywhere we were. After Still Pond, Samadhi had to return home but we continued on now with 15 boats in the fleet. Most of the boats made it to Turner Creek and with a little help from Sharon on Sharalee, we rafted at the dock of the County Park for a marvelous day of activities including volleyball, horseshoes, eating and singing under the pavilion. Epris and Songbird travelled to Georgetown but returned later in the day to join the festivities. That night the fleet left Turner Creek in single file and anchored outside in the Sassafrass River Basin. The next day's voyage began early in the morning and consisted of a very enjoyable sail to Swan Creek. Epris instead went on up to the C&D Canal for lunch and then stopped at Still Pond. We now had 14 boats who ventured towards Swan Creek. Some braved the shortcut across the sandbar, but most of the fleet opted for the long way around past the scads of fishing stakes. Demerara stayed in Gratitude while the remainder of the fleet rafted in the Creek under a full moon. The great rafts and "rafting parties" continued on as the end of the cruise drew near. The fantastic "munchies" never stopped.

On Saturday we all started out for Whitehall Bay and the last night out. Low and behold, Epris met us early in the day coming all the way from Still Pond. The wind was super coming out of the Northwest at about 20 knots. We counted 11 boats anchored in the Bay. The wind finally calmed down, but we set up many small rafts with much "dingying" back and forth. The urchins organized a "Beach Party" (minus Annette and Frankie) to celebrate their last night on the cruise. Miss Muffet made plans to visit the Whitehall Creek boatyard (due to engine trouble) as the rest of us talked about returning to Herrington Harbour. There were even soft shelled crab sandwiches and cheese fondue among the goodies consumed for the last night celebration. On Sunday we all returned home to a warm welcome from our compatriots. It was unanimous that a good time was had by all. We'll have many photos that will prove all of this plus the "movie" of our trip made by the resident audio-visual cameraman on the Serendipity.

There was some necessary "motoring days" but there were some "great sailing days", also. Last of all, thanks to everyone, and there were quite a few, who took "Bottom samples from various parts of the Bay for research". Some people call it going aground!!!!

The Welcome Home sign at the tennis courts was a great fitting ending to a memorable outing!!!! (Yes, Virginia, there is life on the Upper Bay!!!!)

Jack and Sharon McWatters

"PLAY CRUISE" A MIXED SUCCESS

Our first venture to the Wye Mills Dinner Theater on Saturday, July 16, caused comment. At least some 40-50 worthy souls, sailing

in 19 vessels, made the trip -- and a fine trip it was. Light, steady breeze, just north of west, made the 25 mile trip a pleasant one. Although the temperature was soaring, the breeze kept bugs away and life tolerable. In fact, the force of the wind ruled out rafting, particularly for those leaving their boats for dinner and the play.

So far, so good. Now we come to the promised "45 man launch" to ferry us in. Said launch was a whaler-type runabout with a capacity of about ten and a "master" who seemed to be on his maiden voyage! After many backings and fillings he finally got us all ashore and the bus made it to the theater. Here we were hit with another surprise and were dunned one dollar apiece for "transportation" even though it had been "arranged" that a group our size would not be so charged.

We did have a great, long picnic-type table set aside for us (we are the "Harrington" Group, aren't we?) and there we merrily snapped plastic forks while dining on steak (?), salad and corn. In lieu of gustatorial comment, we suggest that, should you ever patronize the Wye, go for the theater! They have a very nice picnic area. Use it--and bring your own meal.

The play, however, was excellent! A rousing performance--lots of fun, tempered somewhat by the inevitable shadow of the return trip via "Captain Charon" to our waiting vessels. And a chore it was. The last of us finally made it about 0130.

As Cruise Chairman, all I can add is "thanks". Thanks to all of you for being so understanding and pleasant. I'm glad we went, glad the play was so good, and sorry for all the glitches. I would certainly not recommend a repeat performance unless and until the Why Group undergoes considerable managerial refurbishing.

Here's a list of those who signed the roster, plus a few I know who came along later--and we were delighted to see Tom Willess and his party. They were unable to make the cruise but drove over.

Epris (Cooper), Whitegull (Glick), Zephyr (Cable), Songbird (Enstam), Freebird (Marquez), My Mercedes II (Walker), Pyewacket (Evans), Voulez-Vous (Ringle), DS-22 (Boysen), Pegaso (Sabo), Cappi (George), Shotgun (Bartley), Tintagel (Himes), Adelante (Hargreaves), Desperado (Garber), Belfry (Batts), and Quest (Wright).

J. Wright

IN "QUEST" OF NEWPORT

The Jim Wrights, Junior and Senior, accompanied by Paul Spence and Paul's 12 year old son, Mark, left the cooper's dock in Galesville on Tuesday, June 14, bound for Newport, Rhode Island in the Wright's Endeavor 37. "Quest". Cruising along in beautiful weather, but not very much sailing, they pressed through to Atlantic City, New Jersey, arriving early Wednesday afternoon.

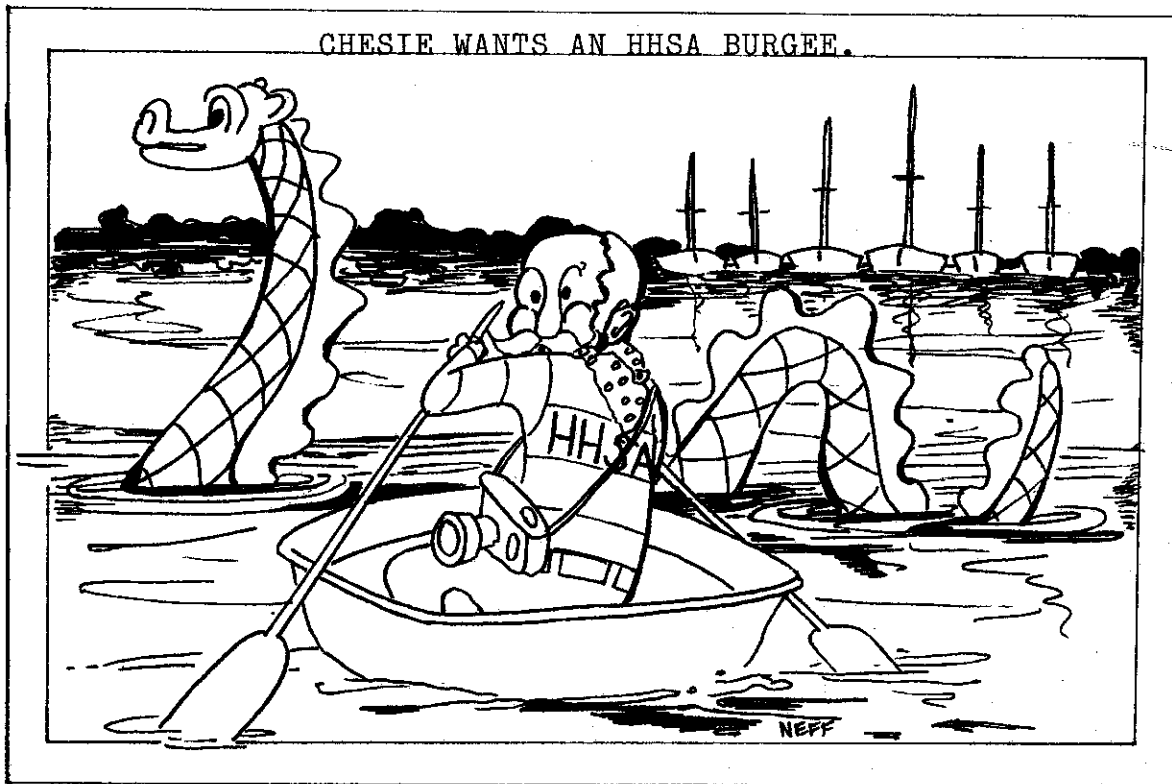
After a good night's rest, it was an early go on a rhumb line to Montauk Point. Like many rhumb lines, this one suffered a slight bend. A combination of a fairly frisky blow out of the north and a suddenly balky engine caused a non-scheduled stop at Fire Island.

Emergency repairs accomplished, the voyage resumed Friday morning, again with no wind. Motoring along the south shore of Long Island was pleasant, tho---- until the fog blotted out everything. Never did see Montauk Point or Block Island, but with Jim, Jr. as bow lookout and Paul below with the Loran and charts, "Quest" made an on-the-nose landfall in Newport Harbor at 0130 on Saturday and docked at Newport Yachting Center, flying the HHSА burgee amidst the gold platers and 12's thronging the area.

Paul and Mark went their way, as did Jim, Jr. Doris joined Jim for a week of cruising Long Island Sound accompanied by various family and friends. The finale was the trip down the East River, dinner at the River Cafe, a full-moon night in Gravesend Bay, then just Doris and Jim to day-sail the Jersey coast returning on June 30. The idyll was a bit disrupted by one full day of surfing ahead of a nor'easter, but that's just the Atlantic proving it isn't Pacific.

All in all, a fine trip--and how about planning something similar for a future cruise? Or, perhaps, around the Delmarva?

J. Wright



HAVE A NICE AUGUST
HERRINGTON HARBOUR SAILING ASSOCIATION