

PLAN NOW TO ATTEND HHSA's ANNUAL MEETING, 1:00 PM, SUNDAY, OCTOBER 16

"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

August 26, 1983

"CALENDAR AT A GLANCE"

- 1) Saturday, August 27 (1:00pm) Fall Race Series #1
- 2) Sat-Mon, September 3-5 (9:00 am) Labor Day Weekend Cruise to St. Leonard's Creek and Solomon's Island
- 3) Saturday, September 10 (1:00pm) Fall Race Series #2
- 4) Saturday, September 10 (5:00pm) HHSA Crab Feast - See Attached Notice
- 5) Fri-Sun, September 16-18 (9:30am) Third annual HHSA fall cruise to Oxford with evening departure on Friday, September 16, as well as morning cruise on Saturday, September 17
- 6) Saturday, September 24 (1:00pm) Fall Race Series #3
- 7) Sat-Sun, October 1-2 (9:30am) Cruise to the Wye River
- 8) Sat-Mon, October 8-10 (9:30am) Cruise to La Trappe Creek (maybe Cambridge and Dun Cove). Includes Fall Race Series #4
- 9) Saturday, October 15 (1:00pm) Fall Race Series #5
- 10) Sunday, October 16 (1:00pm) HHSA Annual Meeting

Dear Friends:

As reflected in the above calendar, there are many great Association activities planned as summer transcends into fall. Discussed below are some of these events.

LABOR DAY WEEKEND CRUISE

Saturday, September 3, will find the HNSA cruising armada getting underway for a three-day weekend. The Captain's meeting will be at 9:00 am behind the restaurant.

We'll be getting underway early on Saturday because we have a long way to go to St. Leonard's Creek off the Patuxent River. This absolutely gorgeous creek will remind you of the fjords of Norway. Saturday night we'll anchor out, raft up, relax, and party.

Sunday, September 4, will be a relaxing day as we only have about eight miles to go to Calvert's Marina in Solomons. Calvert's has fuel, ice, a convenience store, head, showers, swimming pool, and a nice grassy area for a cookout which we are planning for Sunday evening. Come prepared and bring your own food and drink.

Please make your own reservations at Calvert's by calling (301) 326-4251. Also tell them you are with the Herrington Harbour Sailing Association so they can block out an area for us. Slip charge is 50¢/foot/night.

Plan to join us for the "last weekend of summer".

Bob and Marty Enstam
Cruise Captains

OXFORD-TRED AVON CRUISE
(Friday evening and Saturday morning departures)
September 17-18

September is a beautiful month to enjoy Maryland's historic city of Oxford. Situated on the Tred Avon River directly off the Choptank River, this city offers something for everyone. From Crockett Bros. original boat works to The Strand with its Robert Morris Inn and Bellevue Ferry, Oxford boasts the quiet country setting that adds so much charm.

In order to provide the opportunity for those so inclined to spend all day Saturday in Oxford, two departure times are being planned. First, there will be a skipper's meeting Friday evening at 1830 hours (6:30 pm) with an evening sail to Oxford (ETA 2400 hours/midnight). If you can make a Friday evening departure, a moonlight sail in the company of other boats makes a great sail. The second departure will be the customary Saturday morning exodus (skipper's meeting 0930 hours).

Regardless of when you plan to leave, we will raft in Town Creek and reservations at Town Creek Restaurant have been made for Saturday evening. Sunday morning breakfast at the Robert

Morris Inn, and before heading back, I will lead any interested boats to the head of the Tred Avon to see the magnificent homes that dot the shoreline of this lovely river. Most can only be seen from the river with owners including the DuPonts, Fords and Vanderbilts. Plan to make the Oxford Cruise. It will be a memorable weekend.

Andy Tackett
Cruise Captain
(301) 757-5163 home
(301) 843-2059 office, DC line

FINAL RACE RESULTS

The year's Wednesday and Friday Race Series is over for the year and it provided some fine racing for everyone involved. There was close competition in both Division I (spinnaker) and Division II (non-spinnaker). The final standings for all qualifiers are as follows:

Division I-Wednesday Series

1.	Bob Neff	"Columbine"	Catalina 27	3 points
2.	Rusty Morrison	"Amygdala"	Ranger 22	8 3/4 points
3.	Pat Summers	"Prime Rate"	Niagara 30	12 points.
4.	Jim Smith	"Samadhi"	Irwin 10/4	12 points
5.	Michael Brooks	"Bucephalus"	Santana 30	14 points
6.	Charles Taylor	"Pericles"	52 9.2 C	17 points

Division II-Wednesday Series

1.	Bill Dailey	"Arco Iris"	Rainbow	7 1/2 points
2.	Joseph Boyer	"High Tide"	Hunter 27	9 3/4 points
3.	Al Walker	"My Mercedes II"	Hunter 34	14 points
4.	Bob Enstam	"Songbird"	Pearson 26	17 points

Division I-Friday Series

1.	Bob Neff	"Columbine"	Catalina 27	3 points
2.	Rusty Morrison	"Amygdala"	Ranger 22	8 3/4 points
3.	Tom Bartley	"Shotgun"	Catalina 25	10 points
4.	Pat Summers	"Prime Rate"	Niagara 30	10 points
5.	Michael Brooks	"Bucephalus"	Santana 30	12 3/4 points
6.	Charles Taylor	"Pericles"	S2 9.2C	19 points
7.	Richard Bjorklund	"Escapade"	C&C Landfall 38	19 points

Division II-Friday Series

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|--------------------|---------------|--------------|--------------|
| 1. Al Doyon | "Circus" | Irwin 30 | 3 points |
| 2. Milton Schecter | "Blue Streak" | Buchaneer 27 | 8 3/4 points |

In three cases, all in Division I, two boats were tied in total points -- Smith/Summers in the Wednesday Series and Bartley/Summers and Taylor/Bjorklund in the Friday Series. The race rules state that when a tie occurs, the two yachts will be scored according to how they raced against each other to break the tie.

The Racing Program was extremely well run this year thanks to a tremendous amount of effort from Bob Neff, Race Committee Chairman. Bob started the yachts in most of the races, took all the finishers' times, kept excellent records, scored everybody and did many other details of the program. He even found time to win both Wednesday and Friday series for Division I. Thanks for donating your time and doing a great job, Bob -- from all the racers.

The last comment on the racing is that it pays to show up. There were several yachts that came very close to qualifying and would have done well in the standings if they had just made one or two more races.

Hope to see you all on Saturday, August 27, for the start of the HHSA's famous Fall Series. If it is anything like last year, be sure to dig out your foul weather gear, check your reef lines and line up the bodies on the rail! We generally don't have to cancel these races because of lack of wind.

Rusty Morrison

CUMMINGS CREEK CRUISE

On Saturday, August 6, seventeen HHSA boats set sail for beautiful Cummings Creek. Many of the seventeen participated in the point to point race from #1 off Holland Point to #1 off the south end of Poplar Island Narrows. Unfortunately, Mother Nature had the last laugh by killing the wind. All boats ended up passing the finish line under iron genoas.

Cummings Creek lived up to its reputation of being a bit tricky to get into. "Belfry", drawing 5'8" ran hard aground in the entrance and one or two other boats brushed the bottom at one time or another, but the Creek was just as advertised -- seventeen boats in the Creek all HHSA!

George Sabo provided some welcome relief to the heat when he set up his "swimming pool", a nifty net which keeps swimmers in and jellies out.

A typically fabulous cocktail hour(s) was observed with all kinds of goodies, including caviar in evidence. Two dinghys full of kids had a rollicking free for all dousing each other with buckets of water until one capsized. At that point some of the kids learned the hard way what sea nettles are all about.

George Sabo's raft broke up suddenly when George realized the entire raft was adrift with virtually no wind and no current! George, it's time to get a bigger cement block if you're going to host large rafts!!!

An after hours party celebrated three birthdays--Tracey McWatters, Jack Marquez, and Bob Enstam. Jocelyn Marquez "poured" the birthday cake--a super rum cake.

A nice breeze kept things comfortable over night, but Sunday was just plain hot! Peggy Hargreaves hitched a ride home on Songbird while Jim took "Adelante" to Crockett Bros. Boatyard for some bottom work.

Isn't it time you stopped just reading about these cruises and joined us on one? Labor Day Weekend would be a good time to get in on the fun. (See Labor Day Weekend Cruise and Oxford Cruise write-up).

MORE SEA STORIES

Earl Hall and Ed Kay spent the first week of July aboard "Sweet Lady", a Little Harbour 40 owned by Gene Ronshagen, traveling from Newberryport, Maine, to Herrington Harbour. The following is Earl's account of this exciting trip.

Departing July 1, at 5:30 pm, "Sweet Lady" and her crew enjoyed a nice sail south toward Cape Cod accompanied by porpoise. At 10:00 pm, the wind kicked up to 55 knots. Sail was reduced to working jib and reefed mains. When the leech on the jib gave way, the crew hanked on the storm jib and continued with green water often flooding the stern. Casualties of the blow included the winch handle and pocket and the flag staff. The worthy navigator, though seasick, directed the weary crew to Cape Cod canals by 9 am where they enjoyed a rest at Safe Harbour. The next day they traveled down the Canal and anchored at Cuttyhunk Island having brushed the bottom in the heavy fog enroute. Fog continued and the Loran proved invaluable. Entering the East River at flood and passing through Hell's Gate "Sweet Lady's" voyagers enjoyed a gorgeous clear day in New York City.

The Atlantic brought 36 hours under power to the mouth of Delaware Bay. Sound and fury abounded but, alas, no accompanying winds. Situations changed in Delaware Bay with 45 knots on the nose. Earl's advice about traveling this area is don't! (or, at least, do it under power as the narrow channel is heavily traveled and in spots filled with hard to see metal fish poles).

That evening was spent in the Maurice River and the next day through the C&D to Chesapeake City where the crew enjoyed a Reggae Band. Morning found "Sweet Lady" on her way to Annapolis under full main and 150% genoa with winds on her nose. The last day she powered to Herrington Harbour.

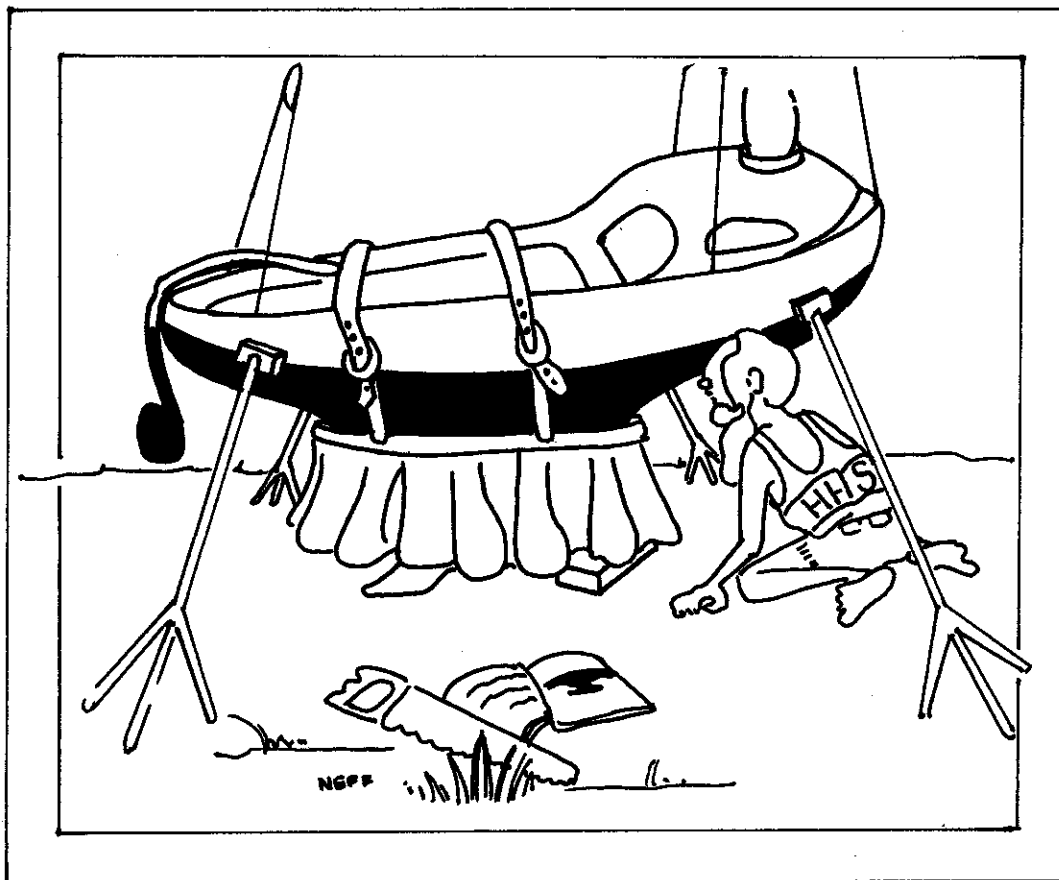
Sounds like typical sailing, hours of boredom, punctuated by moments of sheer panic! Right Kathy?

By the way, should you stop by "Sweet Harmony" to hear more about Earl's and Ed's trip, be sure to ask Kathy about a "cruise" she took with Marie Doyon and the kids to Kings Dominion. Seems the return trip home was late at night with driving rain and 55 knot headwinds.

STILL MORE SEA STORIES

Shari and Charles West recently returned from several weeks in Florida and the Virgin Islands. The Wests helped Shari's aunt and uncle prepare their new Irwin 52 for charter and crewed on the trip to the Virgins. They enjoyed every moment (well at least those not filled with very hard work) and returned tanned and rested bringing with them memories of crystal clear water and smooth sailing.

J. Spence



SCENE: AN HHS PARTICIPANT PREPARING FOR THE FIRST RACE OF THE FALL SERIES (AUSTRALIA II, YOU AIN'T SEEN NOTHING YET!!)

A LETTER TO THE EDITOR

"HHSA REFLECTIONS"

By Jayne Spence

Perhaps there is some inherent quality in sailing that gives rise to the contemplative spirit. At least I often find myself considering some of my life's more important issues during quiet moments near the water. This year, I've noticed myself considering HHSA and what it means to me in a much different way than in past years. I'd like to share some of my thoughts and conclusions with you. Having been a slipholder at Herrington Harbour at the time HHSA was conceived, I've been fortunate to observe the Association from its infancy. HHSA was born of the informal socializing so common in boating circles. A few drinks, an exchange of sea stories, some pleasant conversation or helpful hints -- somewhere within these informal gatherings HHSA was born. The idea was nurtured by a handful of persons who used their talents to organize an Association, appoint officers and plan the first season. After that it was all fun with a charter membership that was active and visible. The membership continued to grow and with it, our social gatherings, cruises, and races flourished.

This season again held promise, as did the two before, for even bigger and better things. Although this has certainly been a year of fantastic fun and fellowship, to me something just doesn't seem right. All the ingredients are there, yet I find this year to be different than the past two. Surely external forces haven't cooperated--bad weather this spring and personal schedules (not to mention engine trouble) have prevented my participation. However, I cannot blame anyone or anything but myself if this season has left me a little flat. After all, I know I have not put the time and effort into making this Association work that I have in past years. Complacency is the biggest enemy here.

The way I see it, we are at a very critical point in the development of HHSA. Once an idea is no longer new and exciting, we have a tendency to become complacent about its nurture. This attitude is potentially dangerous in any organization. Although we could depend on a handful of people to get us started, we cannot depend on a handful to keep us going. Our officers and committees are only as good as the membership. All of us must be committed to the Association to make it work. Charter members cannot rest on past accomplishments. New members must do more than pay their yearly dues. If HHSA is to thrive, we must all do our part in nurturing its growth.

The Annual Meeting in October is important in this regard. Make an extra effort to attend this meeting. The leaders among you should consider running for office or serving on a committee. But, most importantly, resolve today to commit your friendship, time and talents to helping the Association to grow and fulfill its potential. I know from experience it's worth it.

Don't forget to make your plans to attend the Annual Meeting of the Herrington Harbour Sailing Association on Sunday, October 16 at 1 pm.

The recommended slate of officers and proposed amendments to the Constitution and Bylaws are among the important items to be considered.

The meeting agenda and recommended slate of officers will be published in the next newsletter.

Have a stupendous September
Herrington Harbour Sailing Association

Post Script,

Also, please do not forget the third annual HNSA Crab Feast (sans crab) Saturday, September 10, 1983, starting at 5:00 pm (following the 2nd race of the Fall Series).

Steaks + beer for the adults: \$7.50
Hot dogs + soda for the kids: free



IMPORTANT:

At Walker's phone #'s
office: 276-1000
Home: 261-5660

RSVP REQUIRED BY
PHONE NO LATER
THAN TUESDAY, SEPT. 6.

NOTICE NOTICE NOTICE
ANNOUNCING THE THIRD ANNUAL HSA CRAB* FEAST

DATE: SATURDAY, SEPTEMBER 10, 1983
TIME: 5:00 PM
LOCATION: "M" DOCK LAWN UNDER LARGE TREE (YOU WILL SEE THE CANOPY)
COST: \$7.50 PER ADULT: CHILDREN 12 YEARS AND UNDER FREE
MENU: ALL THE BEER (SODA) YOU CAN DRINK, BREAD AND STEAK FOR THE ADULTS AND HOTDOGS FOR THE KIDS
PLUS: EACH FAMILY IS REQUESTED TO BRING A SALAD, COVERED DISH OR DESSERT TO SHARE

* Because of the high cost of crabs this season, this will be a mock crab feast!!! (Not nearly so messy but very tasty).

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IMPORTANT IMPORTANT IMPORTANT

RSVP REQUIRED BY PHONE NO LATER THAN TUESDAY, SEPTEMBER 6

In order that the Social Committee can make proper arrangements for food, drink, tables and chairs, it is necessary that you notify Al Walker no later than Tuesday, September 6, 1983. He can be reached at the following numbers:

Office: (703) 276-1000

Home: 261-5660

PLEASE CALL BY TUESDAY, SEPTEMBER 6th.

THANK YOU FOR YOUR ASSISTANCE