

"THE HARBOUR LIGHT"

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



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September 1, 1984

"FLASH"

Be sure to read this newsletter very carefully to catch some revisions and additions in the schedule. The "50 Burgees" Cruise is on again! . . . and check out the new creative racing adventure planned for the Labor Day weekend cruise.

CALENDAR AT A GLANCE

Sat/Sun., Sept. 1-3	Labor Day cruise to St. Leonard Creek, start with a super informal race. CC: Lee and Jan Himes. Skippers meeting at 8:30am.
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Monday, Sept. 3	Back to Port Race #6
Saturday, Sept. 8	Race. Fall series #1
Sunday, Sept. 9	Round Poplar Island Race. Skippers meeting 10:00am.
Friday, Sept. 14	Executive meeting. 8:00pm
Sat/Sun, Sept. 15-16	*Rescheduled 50 Burgees Cruise to Shaw Bay. CC: Tony and Martha Kowolski and Paul and Jayne Spence.
Sunday, Sept. 16	Return to Port Race #7
Sunday, Sept. 22	Race- Fall series #2
Sunday, Sept. 29	Race- Fall series #3
Sat/Mon, Oct. 6-8	Fall Cruise to Oxford. CC: Bill & Jeanne Turner

FIFTY BURGEES CRUISE
by Jayne Spence

Our cruise to Shaw Bay took a detour which led us to a very quiet, enjoyable anchorage. No rocking boats or dragging anchors for us-- we were completely protected from the drenching rains, which had dampened, no flooded, two skippers meetings earlier in the day. Thanks to Bill and Dolly Gingras (Hello Dolly) we "cruised" from the marina to the Overlook, their lovely home, overlooking Herrington Harbour. We soon discovered that all that rain could never dampen the spirits of the HNSA revelers who earlier decided to forego the sail. I should mention that some of our "real sailors" decided to venture out in spite of the rain, some of them on an overnigher led by Jim Hargreaves on Adelente. A little bad weather wouldn't keep those haerty souls from heading to sea in search of adventure.

The party at The Overlook gave new meaning to the phrase "fending off"; reminiscent of a popular disco dance, people were seen fending off everywhere on our "raft". Later Bill added to our entertainment by giving a preview of the tapes of the Southern Bay Cruise. John Bourke then picked up his guitar and, as always, warmed our hearts with his music. That evening a few of us continued the cruise with a cookout near "M" Dock. This cruise was truly saved by the good humor and many talents of our members. We are especially grateful to Dolly and Bill for their tremendous hospitality.

Well, we're going to try it again on September 15th. The cruise was originally planned to celebrate the fourth annaversary of HNSA. Thanks to the efforts of Jocelyn Marquez and others, we would have had those fifty boats participating. Al Walker had arranged for the pilot to take arial photos. We still have the pilot! Shaw Bay is still there! The weather will be good!!! Cruise Captains will be Martha and Tony Kowalski and Paul and Jayne Spence. All we need is those fifty (or 100) boats attending. Ask everyone you see if they are coming, and if they're not, talk them in to it. The skippers meeting will be at 9:30am on September 15th in front of the bulliton boart near "D" dock. Call one of the cruise captains if you can't make the meeting, of if you need more information. Lets make this an event to remember.

WELCOME ABOARD

Greetings to new members this month include, Evan and Debbie Belaga, who sail a Cal 25. Last month we didn't quite catch their full name. Also both a greeting and congratulation to Steve Carson. Most of the racers have already gotten a good look at the transom of Alize pretty regularly. Tom Schuyler is now aboard, too. He sails a Catalina 27. Still more new members. . . hello to Conover Spencer on his Jensen/Ranger 22, Brian and Sheila Summers are also new to HNSA. You can find them aboard their Hunter 30. Finally, greetings to Michael and Meg Hare, who sail "Bifrost", a Starwind 19. HNSA is pleased to have you. Hope to see you soon.

GREAT ROUND POPLAR ISLAND RACE

by Al Doyon

Plans are underway to make this, the fourth race around Poplar Island, the biggest and best ever. An official committee boat, crash boats, still and moving pictures, and an informal gathering afterwards for the announcing of winners is in the offing. Tentative plans include having Bill Gingras record the race with his VCR camera, and play it back right after the race. Even if the wind are very light, there will be a finish-- somewhere.

All entrants who haven't filled out a race application form will need to attend the skippers meeting, to fill out the form and pay a \$3.00 entry fee. For the thirty-two members who have already paid the season race fee there will be no additional charge. Please try to get to the skippers meeting a little before the beginning at 10:00am to sign up. All the information will be announced at the meeting. If you have any questions call Al or Marie at 703-759-9268. Hope to see you on September 9th.

"BY HOOK OR CROOK RACE"

by Jack Marquez

This year HNSA is introducing a new kind of race for out impatient sailors. Mark your calendars for this event, to be held on Saturday, September 1st as part of our cruise to St. Leonard's Creek during the Labor Day weekend cruise.

There is only one rule: "you may not depart prior to the starting time." Cruise Captain Lee Himes will give the departure time at the skippers meeting. Otherwise, you may sail, power, hitch a tow or find your way to get to St. Leonard's Creek first. The winner gets to drop his hook and wait for the rest of the fleet.

On Monday there will be a more serious Back to Port race. Join in on the fun! See you at the skippers meeting, scheduled for 8:30am in front of the bulletin board near "D" dock.

FALL SERIES RACES

by Al Doyon

This series begins on Saturday, September 8th. Attendance at the skippers meeting is very important, as the starting time for the rest of the season will be determined. Some people may want earlier races to allow time for a short cruise after the race, while others may want to sleep late. In addition, captains interested in racing the spinnaker division should be sure to not miss this first skippers meeting. We may have to cancel that division if there are less than five competitors. Please call me if you will be racing and cannot attend the skippers meeting (703-759-9268). Six races are scheduled: September 8, 22, 29, and October 13, 20, and 27. Thirty-two members have paid their race fees, so we're expecting a good turnout.

In mid-June six HNSA members departed for possibly one of HNSA's more exotic summer cruises. John and Jane Bourke, Stan and Ginny Fant, and Pete and Bonnie Scott, with guests Marshall and Carolyn Moss, left New York for Greece and a ten-day sail on the Aegean. The group flew 10,250 miles round trip to sail about 280 miles.

We spent three days sightseeing and recovering from jet lag. there is a seven hour time change. Finally we boarded two Jouet 40's and set sail on June 17th. Our itinerary was about the same as that described in the February 1984 issue of Cruising World, called "Gambling Through Greece". Heading south, we sailed in the Saronic Gulf area, visiting the islands of Poros and Hydra. We then travelled the Peloponnese coast, visiting ports at Plaka, Ierakas and Monemvasia. We returned north along the same route with the exception of spending a night at the island of Spetsae.

The weather was generally warm and sunny. The sky was deep blue, with intense, blinding sunlight, and the water clear and blue. Rain is almost non-existent during the summer. The temperatures at night were cool enough to make blankets mandatory.

The Aegean is much saltier than the Atlantic, with depths in the Saronic to 400 fathoms. It was soon evident that we were in a major shipping area. We ducked every kind of commercial ship (oil tankers to Soviet liners and fishing boats), 150 ft. yachts and playful dolphins. We also saw a lot of floating trash. John can tell you of a major navigational hazard-- a plastic shopping bag wrapped on a prop!

Cruising World summed up the Aegean well: "There are virtually no tides, no currents, no navigational hazards-- or navigational aids for that matter. There is only one shoal and one area with buoys". To this end I add there is haze and entrance markers to harbors (where there are any) are reversed-- red to port returning. During the ten days we were there, the winds varied from nil to an entire day of 25-40 knots right on the nose, accompanied by ten foot seas. The wind is affected and funneled along by the mountain valleys along the coast. This was brought home one morning, when we awakened to 30-35 knots blowing down a fjord-like harbor of Ierakos. We left in a hurry for the safety of the sea; but once out and clear did not have enough wind to sail. All nights were spent tied to a dock or buoy, and all docks in ports were public, with no docking charges. We soon learned, however, that Mediterranean mooring is interesting-- consisting of setting an anchor off the bow, backing in to the dock and tying off the stern. One may end up with three other boats tied to yours, and all using your boat to make passage to the dock. Leaving in the morning sounds like a heated session of the U.N., while people from several countries try to untangle anchors.

We rapidly found out the Greeks have a different concept of time than Americans. All sails are four hours long (5 miles or 30 miles), all walks are 5 or 10 minutes long (2 blocks or 5 miles), all cab rides last ten minutes (1 mile or 30 miles), and you get cramps if you eat dinner before 9:30pm.

We chose not to provision the boats. Instead we bought food as we went along. This generally meant morning trips to fruit and vegetable stands, bakeries, supermarkets for beer lunchmeats, soft drinks, and to a pharmacy for fresh yogurt and honey. Generally, we found five or six dollars would feed five people breakfast and lunch for two days-- including beer and snacks. We ate all dinners ashore. Prices ranged from three to seven dollars per person including drinks and tips. A typical four dollar meal included grilled fish, french-fried potatoes, tomatoes, cucumbers and feta cheese salad with wine or beer, and baskets of fresh bread. Two items in short supply were ice and fresh water. Some islands have no fresh water supply and all water must be hauled in by tanker. Ice goes fast to the fisherman. You can purchase it from him, if you are lucky. Otherwise you have to wait until the supplier has an excess. Water, when available is always potable and safe. The ports we visited varied from Ierakas, a fishing village of 19 to 15 houses nestled behind cliffs (home to Telly Savalas); to the bustling port of Hydra, where cruise ships disgorge their passengers for a four-hour spending spree, and to say they had seen the Greek Islands. We saw the 16th century walled city of Manem Vasia perched atop a large rock island called the "Gibraltar" of Greece, and a visit to a 600 year old monastery built into a cliff, 6000 ft. above sea level. Of course there was Athens too.

At the end of the ten days we returned to Kalamaki marina and turned in the boats. The Bourkes and Fants returned to the United States, while we flew to Crete to spend four days unwinding. I would describe the sightseeing and "mono-kini" swimsuit on the beaches, but that is another story.

CRUISE TO TRIPP CREEK
by Marie Doyon

Eleven boats turned out for the skippers meeting: Circus (Doyon) was the cruise captain's boat, Barnacle Bill (Turner), Solo (Rudolph), Belfry (Batts), Seventh Heaven (Kowalski), Crusader (Belager), Sweet Harmony (Hall), Second Wind (Spence), Finally (Bourke), White Gull (Glick) and Windsong (Ordeman). We took a vote to choose Tripp creek as our destination. Then three boats changed plans and joined us. First Lucky Seven joined the group. That's the Bickford boat. Also, by chance, we met Songbird (Enstam) and Aqua Vitae (Ullander).

With two rafts and some party-hopping, we spent a hot muggy evening. We did get to swim-- no sea nettles yet! Thanks to John Bourke for providing the music, but the singers need more practice.

The fishing contest never happened-- the fish must have heard we were coming. We considered changing the contest to a "dead Fly" gathering contest. . . they were plentiful.

Sunday did bring a little wind and three boats attempted the Back to port race. Lucky Seven dropped out because of dying winds. Sweet Harmony took a first over Circus. Congratulations to Earl, Kathy and Scott! For the next back to port race your handicap will be 110.

WEDNESDAY EVENING RACE SERIES

by Marie Doyon

The series is all over and the winners are listed below. Nine of the twelve scheduled races were completed. To qualify, a racer needed to participate in six races; then the best six scores were totaled to determine the overall winners. Trophies are awarded on the basis of the number of boats qualifying, and are given out at the annual awards dinner.

Don't forget the Fall series begins on September 8th. It will be a great way to warm up for the Poplar Island Race on the 9th.

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Spinnaker:

(no name)	Mike Brooks	4 1/2	1st/trophy
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Non-spinnaker:

Alize'	Steve Carson	5 3/4	1st/trophy
Samahdi	Jim Smith	12 1/2	2nd/trophy
Circus	Marie Doyon	16 3/4	3rd/trophy
High Tide	Joe Boyer	21	4th
Windsong	Rich Ordmon	26	5th
My Mercedes II	Al Walker	35	6th

GOOD NEWS

Hopefully you'll forgive a burst of pride on the part of your otherwise humble newswriter, but this has been quite a month. Danny and David Neff, who thankfully have usually shared the family interest in sailing, have broken out on their own. They joined C.B.Y.R.A. and started trying to get around the course with other junior sailors. Last week, with Danny on the helm and David crewing, they won the Jet 14 (a one-design class found mostly on the east coast) Junior Nationals.

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MORE NEWS

There were a couple of HNSA boats among the three hundred or so competitors seen flying down the Bay all night. The sail down was so spectacular, that regardless of the outcome, the experience was one that no one will forget soon. Carl Sagan's "Billions and Billions" shown brighter than one can imagine! In the middle of the night the moon illuminated spinnakers all the way to Lookout Point. Crews everywhere waited for first light, to finally find out how they were doing. Once around the point it's up the Potomac and into the St. Mary's River to the finish line and finally to a harbor filled with boats.

One thing is certain, once you have raced the Governor's Cup, you'll have to do it again. Earl Hall and Bob Neff found that out.