

# "HARBOUR LIGHT"

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

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NEWSLETTER, Lana Batts (703) 892-1864



November 1, 1985

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## CALENDAR AT A GLANCE

November 2	11:00 a.m. 12:00 noon	Captains' Meeting #5 Fall Series Race
November 9-10	10:00 a.m.	Cruise to Church Creek on the South River (see page 6) cc: Dick & Patty Doyle
November 17	1:00 p.m.	Annual Business Meeting/ Election of Officers  Swap meet -- following Election of Officers
December 8	5:00 p.m.	Annual Awards Dinner See page 2 and enclosed reservation form (Note change of date)

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## TRIVIA QUESTION OF THE MONTH

The Chesapeake Bay has how many miles of tidal shoreline -- 2,600, 3,600  
or 4,600 miles?

Answer on page 9.

FROM THE BRIDGE

by Al Walker, Commodore

It's hard to believe that another season is almost over, and from all reports and observations it has been our best yet. I have been particularly pleased by the excellent participation of our newer members in all phases of our activities. This is an indication of a strong and healthy organization.

As was announced in last month's newsletter, our annual meeting and election of officers will be on November 17th at the club. Past Commodore Bob Enstam and his nominating committee have put together a truly outstanding slate of candidates and I for one am having a difficult time making my decisions. (See p. 2 for the slate of officers.) The officers elected will be charged with running your association for 1986 and they will need support from everyone in the club. I urge all of you to attend the meeting to cast your vote and take part in this important decision process. Also, don't miss the SWAP MEET afterwards. If you are unable to attend the election, please use your proxy privileges by designating someone to vote for you.

Before we get caught up in the festivities of the approaching holiday season, I want to take this opportunity to say thank you to the best executive committee a commodore could have. They have made my watch as smooth as the waters of Dun Cove in an early Summer evening. Thank you all!

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AWARDS BANQUET

Sunday, December 8, 1985

The annual HNSA Awards Banquet will be held Sunday, December 8th, at 5:00 p.m., at the Herrington Harbour Marina Restaurant. (Note: This is a switch from the originally scheduled date of Saturday, December 7th.) This is the premier social event of the year where racers and cruisers receive cups and plaques for their achievements and contributions during the 1985 sailing season. New officers will be introduced and past officers will be recognized with service awards. In addition, the Commodore's trophy will be awarded to the one individual who made contributions to the association in a manner that deserves very special recognition (this will be a secret until the presentation). A slide show of sailing events and scenes during the year will be shown during the cocktail hour. Please come and enjoy a wonderful evening. See the enclosed form for reservations.

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SWAP MEET

November 17, 1985

Every couple of years HNSA sponsors a swap meet where members can swap or sell tackle and paraphernalia to other members. This is the time to offer for sale or exchange your extra blocks, fenders, radios, line, etc. So clean out your lockers, drawers, and basements and bring it all to the SWAP MEET following the annual business meeting. For those of you who just can't pass up a great bargain, bring your cash. No credit cards accepted.

ANNUAL BUSINESS MEETING  
ELECTION OF NEW OFFICERS  
HNSA 1986 OFFICER SLATE

by Bob Enstam, Chairman, 1985 Nominating Committee

On Sunday, November 17, 1985, HNSA will hold its annual business meeting at 1:00 p.m., in the HH Restaurant.

This year's nominating committee of Bonnie Scott, Tom Willess, Colleen Sabo and Bob Enstam, is extremely pleased to present the following candidates for office for 1986:

Commodore

Jocelyn Marquez

Free Bird

Vice Commodore

Joe Batts  
Al Doyon

Belfry  
Circus

Rear Commodore, Cruise

Larry Glick  
Martin Katz

White Gull  
Terre Mar

Rear Commodore, Race

Tom Bartley  
Tom Schuyler

Shotgun  
Infinity

Rear Commodore, Social

Cheryl Davenport  
Marie Ordeman

Breezy  
Spook

Secretary-Treasurer

Dick Doyle  
Nancy McCabe

Irish Heir  
Kelly Ann

The office of Newsletter Editor is an appointive office by the Commodore and is not voted on by the membership. The Executive Committee consists of the above officers, the Newsletter Editor, and the Immediate Past Commodore.

We would like to thank all of the above candidates for their expression of a willingness to serve. As chairman of the nominating committee, I would like to thank the committee members for their efforts and for the terrific slate of candidates which resulted from those efforts.

"GLORIA'S" LEGACY

by Tom Schuyler

She came at us like a lion, and fortunately only swatted us with her tail, and what she left behind was a beautiful, calm, warm Chesapeake weekend.

Fifteen boats were able to fit-out (the Old Spring Drill) in time to mozy the twenty-one miles to St. Michael's on San Domingo Creek for a great raft up and moon watch. Wind Lass, Ken and Joan Carpenter's Columbia 43, once again provided the main raft up hook and party boat. John Bourke (Finally) provided the musical accompaniment to a fine group of singers from Diastole, Elsewhere, Fair Lady, Merrieway, Pyewacket, Sanity, Seventh Heaven, Song Bird, Spook, Trio, Trubadour, White Gull, and Infinity.

Free Bird and Poule De Luxe II had good intentions, but were unable to start early enough. San Domingo Creek is not an easy place to navigate in at low tide or after dark. Diastole and Wraith would both like to thank Tom and Sandra Evans, Pyewacket and Phil Mannino, with help from Dick Cramer, on Fair Lady for tugboat assistance. Ain't high tide wonderful?

The race results? Well, more on that later.

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POTPOURRI

BIG BOAT fever has struck again! Ken and Janet Carpenter of Morgantown, West Virginia found a 43-foot Columbia, Wind Lass, down in Florida that they couldn't do without! Now that's dedication! They travel from West Virginia to Herrington Harbour to sail the Chesapeake Bay and they brought Wind Lass up from Florida to do it!

Take a lesson from Jack Marquez on how to protect your boat during a hurricane. Just 12 rubber tires on your pilings and 34 lines on your boat. Last we heard of Free Bird it was in the Atlantic dragging the marina behind it!

The Captains' meeting of the Round Poplar Island Race was all-American. A bald eagle circled overhead just as everyone was meeting to hear their start times. What next, ruffles and flourishes?

We are pleased to announce that the Dacron burgee survived Gloria. Belfry left its burgee flying during the onslaught of the hurricane and it's no worse for wear.

Rumor has it that the race committee will outlaw sheet dogs on boats. Tom Schuyler on Infinity will protest.

Ask Tom Schulyer on Infinity about the proper tee shirt to wear when you appear before a protest committee after a race. (Hint: It had chickens all over it.)

Marie Ordeman says is they don't sell Wind Song, she is going to turn it into a planter on their front lawn. Anyone want to contribute a plant?

## HURRICANE PREPARATION.....THOUGHTS AND SECOND THOUGHTS

by Ken Schafer

The following are some thoughts and observations on the goings-on at Herrington Harbour before and after Gloria. Also some of what follows is based on an article by Boat Us.

OBSERVATIONS: Based on activity at "P" dock on Thursday, there were:

- a. Few people securing boats.
- b. Several inflatable and hard dinghies secured with only light lines.
- c. Old or chafed dock lines.
- d. About half of the boats did not have spring lines.

Based on Friday:

- a. We were very lucky.
- b. Many, if not all, boats had springs -- apparently supplied by Herrington Harbour.
- c. About six boats of the 30 on "P" dock had received minor bruises from hitting the finger piers.
- d. Chafing gear was used by only a few owners.

Consider how lightly we were affected by what was a very strong and unpredictable storm, any damage is far too much. The lightly secured boats and gear posed probably the greatest danger to other boats.

THOUGHTS: The following suggestions are offered as a basic checklist for securing at dock for a storm:

1. Use 5/8 inch nylon line for all lines. In a blow, the springs will very likely be subject to the heaviest loads.
2. Secure lines to structural members of dock -- not to ring bolts or cleats.
3. Place lines as high on pilings as possible to allow maximum movement from rising tide.
4. Remove all items that add windage or are vulnerable -- main sails and roller furling genoas should be removed along with biminis and tarps.
5. Rig spring and breast lines so that tension is taken up uniformly and the boat never relies on only one line. This also applies to using double lines. Leave enough tail on the lines that dock crews can slack the lines as needed.
6. Substantial chafing protection should be used especially where lines contact the sharp edge of dock planks or hardware.
7. Remove high value, portable equipment such as radios, binoculars, other electronics. According to Boat Us, this is a "prudent man (sic) test" should there be an insurance claim.
8. Close all seacocks.
9. Snug down all hatches and ports and plug all ventilators.
10. Photograph boat for proof of preparation should an insurance claim be necessary.
11. Check out with marina office. Report any condition that poses a risk -- such as loose gear, worn or light dock lines.

HURRICANE PREPARATION.....(Cont'd.)

There are strong feelings on both sides of the question of staying on board to tend lines versus going to high ground and returning as soon as safety permits. I feel that the risk to life and limb in a full-fledged hurricane far outweighs any damage I could prevent by my being there. In fact, you may just become part of the problem by trying to ride out a storm. If you must stay, leave as the dock goes under -- after this point there is nothing to be done until the water recedes. Return to your boat as soon as possible and survey the conditions. If there is damage, take whatever immediate action you can to prevent further damage and prepare an inventory of what you lost and identify the potential losses that your actions prevented. Then call the insurance company with a clear statement of condition and damage.

SECOND THOUGHTS: The Houston Yacht Club has prepared a "Hurricane Preparation and Evacuation Plan." I have ordered a copy of this plan and suggest that HHSa may want to prepare a similar document for our membership.

Did I do everything listed above? NO!! Was I lucky? YES!!

A "THANK YOU" is in order for the management and staff of Herrington Harbour Marina for their work throughout Thursday night and Friday morning.

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CRUISE TO CHURCH CREEK

November 9-10, 1985

Cruise Captains: Dick and Patty Doyle

Have you ever crossed that new bridge on Route 2 which passes over the South River? Well, it offers a terrific perspective of the beauty of the South River; and Dick and Patty Doyle will lead us to Church Creek which is just east of the bridge. While the South River has a reputation for being a powerboater's paradise in the Summer, it does have some of the most beautiful little creeks for anchoring, especially in the Fall. Church Creek is no exception with its tree-lined shores and lovely homes. Come and enjoy this cruise with other HHSa'ers. Captains' meeting is at 10:00 a.m.

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SEMINAR SUGGESTIONS

Every winter HHSa offers a series of seminars between January and March on a variety of sailing subjects. If you have any ideas about topics that you would like to learn or hear about, see Joe Batts after the annual business meeting on November 17th.

## REFLECTIONS ON HNSA'S COLUMBUS DAY CRUISE

by Tom Willess

Twenty-seven boats, seventy-three people and six dogs ventured twenty-six miles from Herrington Harbour to Cambridge Harbour Yacht Basin, the weekend of October 12-14, in HNSA's Fifth Annual Columbus Day (despite some early grumblings) provided beautiful Fall weather and the Cambridge Yacht Club (CYC) was as gracious a host as one would ever wish. Folks, it was fantastic!

As the yachts made their approach to the Cambridge Yacht Basin, the Fleet Captain of CYC (Phil Brohawn, an extremely helpful and friendly individual), directed the boats to their assigned slips (this went on for over three hours). Once all the boats were secured in their respective berths, Phil went to each boat providing a copy of the local newspaper, a copy of the "Walking Tour of Cambridge", and a cardkey to enter the CYC Clubhouse.

For the evening, the CYC turned over their beautiful dining room (overlooking the Choptank) to HNSA. Just before dinner, HNSA's Commodore, the dashing Al Walker, presented HNSA's burgee to CYC's Phil Brohawn and extended to him HNSA's grateful appreciation for the gracious hospitality provided by CYC. In return, Phil presented to Al the CYC burgee, and extended to HNSA a warm welcome.

After an excellent dinner, many folks took to the dance floor as the entertainment began, while others took advantage of a mild evening and walked downtown, or strolled along the large yacht basin and adjacent parks.

On Sunday morning, CYC served HNSA complimentary coffee, donuts, and juice at the clubhouse and provided a copy of the Sunday Baltimore Sun newspaper for each boat. (CYC's hospitality was genuinely overwhelming!)

Shortly after breakfast, the HNSA participants who needed to return to Herrington Harbour departed CYC under brisk winds while those heading for Dun Cove were able to relax aboard with the Sunday paper or spend the morning walking about Cambridge (many following the walking tour) and viewing the beautiful homes -- some of grandiose proportions.

By Sunday afternoon, the HNSA fleet had departed Cambridge having said farewell to CYC and the people that had treated us with such warmth.

The trip from Cambridge to Dun Cove (approximately 12 miles) was terrific with good wind out of the Southwest. The only interruption on this leg of the trip was the occasional flock of Canadian geese flying over in the familiar "V" honking as if to inform those below that they have returned to the Chesapeake along with the beautiful colors of Fall foliage.

As the fleet turned to starboard on the approach to Harris Creek, the winds quieted to a whisper and the entrance to Dun Cove was beautiful and serene as if shrouded with the haze of dusk that one sees only in the Fall.

REFLECTIONS ON HHSA'S COLUMBUS DAY CRUISE (Cont'd.)

The serenity of the surroundings did not impede, however, the "savoir vivre" that took place aboard the three large raft-ups and the other HHSA boats anchored about. Singing and laughter could be heard from all directions. It was also great to see several boats join the cruise at Dun Cove.

The final day of the HHSA cruise began with a warm "Indian Summer" morning with bright sun and blue skies. It was under these conditions that the boats left Dun Cove on the return trip across the Bay to Herrington Harbour, HHSA's outstanding home port.

To all the participants\* of this terrific cruise, Charlene and I want to thank you for your great cooperation, adventurous spirit, good humor, and geniality. We hope it was as wonderful a time for you as it was for us.

Also, Chelsea (our yellow Lab) extends a good natured "woof" to all the sea pooches that made the trip to Cambridge and shared the beach at Dun Cove (namely, Ginger, Charlie, Heather, Bow and Babiche).

\* Participating boats in alphabetical order and families:

- Adriatic/Smith and Rudolf, Aqua Vitae/Ulander,
- Belfry/Batts, Bet-U-Ken/Rubin, Breezy/Davenport,
- Char-Nan-II/Willess, Circus/Doyon, Crusader/Belanger,
- De Minimis/Benrey, Distant Star/Kay, Erren/Heaney,
- Fair Lady/Mannino, Final Fantasea/Fant, Finally/Bourke,
- Free Bird/Marquez, Irish Heir/Doyle, Kelly Ann/McCabe,
- Merrieway/Wright, Pegaso/Sabo and Enstam, Poule De Luxe II/Payne,
- Sea Sparrow/Himes, Seventh Heaven/Kowalski, Spook/Ordeman,
- Terre Mar/Katz, Trinity/Hoveskeltand, Trio/Forte,
- Trubadour/Spence, Tru Blew/Hewitt, and
- Wind Lass/Carpenter.

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HOT BUTTERED RUM

- 2 jiggers rum
- 1 twist lemon peel
- 1 or 2 cloves
- 1 stick cinnamon or dash powered cinnamon
- boiling apple cider
- butter

Place rum, lemon peel, cloves, and cinnamon in mug. Fill with boiling cider. Float a pat of butter on top. Stir well. Enjoy!

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The 1986 Cruising Guides to the Chesapeake Bay have arrived. These will be offered in our merchandise program in March but if you want one now, see Joe Batts at the annual business meeting on November 17th. The price is \$15.00, a savings of \$5.00 over retail.



WHY I ALWAYS WIN

by Joe Batts

Last year I wanted to enter our boat in a racing series but Lana did not. I was looking for the excitement of the start, the precision of the tack, the standing of the mark, and the drive toward the finish. But Lana, with a flick of the hand and a wrinkle of her nose, discounted any satisfaction from these activities until I agreed to reef the main if the wind blew too much. So, upon pain of unspecified but certain marital discord, I agreed.

Our first race was a disaster. We tacked so badly that once we had to jibe to make the mark. So much for precision. We also notices that our double headstays did not give us a tight luff and that the main sheet winch was slipping. So, after spending a billion dollars to correct both of these problems, we were ready again. We had good sails, good adjusting systems (vang, backstay adjuster, reefing lines), and good instruments, but we needed crew. Mary Ellen Neff and Julian Marquez agreed to crew for us. Mary Ellen taught us how to sail the boat to the dictates of the masthead wind vane. Julian taught us patience.

We weren't able to complete enough races to qualify for a series in 1984 but we learned a lot about our boat and a lot more about ourselves. Lana became much more comfortable when she knew that we would reef quickly. I became much more decisive because I knew the boat's reactions in many more circumstances.

This year we made more improvements. We had the jack line on the mainsail raised above the second reef point. Now we can reef in thirty knots in thirty seconds. I brushed the twentieth coat of varnish on the hand rails to reduce wind resistance. We had multiple gel coat repairs made because the gel coat repairman said that for every \$100.00 of repairs, the boat speed would increase by one knot. At his rates, I should now beat the Queen Mary. And, we took a lesson from Free Bird and removed from our boat weighty items such as the heavy anchor, the dinghy and its motor, water from the water tank, and the teak ladders, table, and grate. All this effort must have paid off because we rose in standings from unmentionable in 1984 to honorable mention in the newsletter for placing fourth in the 1985 Spring Series.

But, .... we learned one big depressing lesson this year: we have a very nice cruising boat that we've made go a little faster. We just aren't competitive against the ultralights (Catalinas, S2's, and Beneteaus) in light air. However, next year it will be a folding prop, mylar, and heavy air to the rescue!

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ANSWER TO TRIVIA QUESTION

4,600 miles

SOURCE: Alice Jane Lippson and Robert L. Lippson, Life in the Chesapeake Bay, The Johns Hopkins University Press, 1984, p. 4.

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RECIPES STILL NEEDED

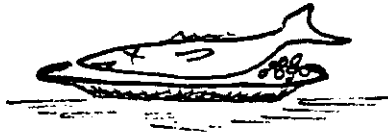
Jocelyn Marquez still needs your favorite recipes for the 1985 HNSA Cookbook of hors d'oeuvres. Call her at (703) 569-1616.

HHSA IS FIVE YEARS OLD

Our organization was formed five years ago by a group of people who saw a need for an organization that generated activities of interest to sailors. In tribute to them, the following list of charter members is published:

HHSA CHARTER MEMBERS STILL CURRENT

<u>NAME</u>	<u>JOINED</u>	<u>BOAT NAME</u>	<u>SLIP</u>
ANDERSON, Andy & Maggie	81/05/10	Last Chance	M-34
ASKIN, Burt & Sharol	81/04/12	Sharol	K-43
BAKER, Bob & Betty	81/04/18	Rag Hag	A-10
BARDELMEIR, A R (Dick)	81/05/23	Bidanne	
BATTS, Joe & Lana	81/04/26	Belfry	A-06
BAXTER, Terry & Patricia	81/05/23	Hailstone	J-25
BEDIENT, Art & Thelma	81/04/30	Wings of Morning	J-03
BICKFORD, William & Betty	81/05/23	Lucky Seven	J-21
BOOTH, Rex & Maureen	81/04/26	Wandering Kiwi	G-07
BOURKE, John & Jane	81/04/12	Finally	E-09
BUEL, Larry & Andrea	81/05/10	Moon Shadow	M-28
CARTER, Jake & Carolyn	81/05/31	Fat City	G-42
COOPER, George & Chris	81/04/26	Epris	
DAILEY, Ron & Ceil	81/04/12	Antares	
EGAN, James W & Helen D	81/04/12	Sweetie Too	G-30
ENSTAM, Robert C & Martha B	81/04/25	Song Bird	G-15
FANT, Stan & Ginny	81/05/23	Final Fantasea	J-01
FORD, Jack & Lydia	81/05/02	Yokozuna	J-27
FRENCH, Francis & Muriel	81/04/12		
GARBER, Stephen & Kathryn	81/04/12	Desparado	C-29
GINGERY, Ralph & Marybeth	81/04/12	Free Flight	H-13
GINGRAS, Bill & Dolly	81/04/12	He'llo Dolly	C-13
HALL, Michael & Patricia	81/04/12	Maya	K-41
HARGREAVES, Jim & Peg	81/04/12	AdeTante'	K-03
HIMES, Lee & Janice	81/05/23	Sea Sparrow	G-18
IDOINE, Leon & Jane	81/04/12	Chalice	M-38
KOWALSKI, Tony & Martha	81/04/26	Seventh Heaven	E-27
MARQUEZ, Jack & Jocelyn	81/04/18	Free Bird	A-02
MARSH, Burrell & Margaret	81/05/23	Second Youth III	M-01
PRANGE, Gerry & Mary	81/05/23	Hoyden	K-27
REMMY, Josie	81/05/23		
RUDOLPH, Raymond & Shirley	81/05/23	Solo	B-07
SABO, George	81/04/12	Pegaso	K-39
SARNOWSKI, Joseph & Carole	81/04/12	Peddler	
SCHECHTER, Milton & Katherine	81/05/23	Blue Streak	G-04
SCOTT, Pete & Bonnie	81/05/31	Bonnie Lee III	K-62
SHANNON, Terry & Mary Ann	81/04/18	Modena-Denise	A-03
SHERMAN, Arnold	81/05/02	Woxof	B-05
SIEGEL, Art & Claire	81/04/25	Seagull III	B-17
SMITH, Edmund	81/04/25	Adriatic	K-08
SPENCE, Paul & Jayne	81/04/12	Trubadour	M-43
TACKETT, Andy	81/04/30	Tack It	E-43
ULANDER, Hans & Pat	81/04/12	Aqua Vitae	A-13
WEHLAND, Charles & Pat	81/05/10	Demerara	H-10
WEST, Charlie & Sharian	81/04/26	Windsinger	A-08
WILLESS, Tom & Charleen	81/04/12	Char-Nan-II	B-06



Sunday, December 8, 1985

Herrington Harbour Marina Restaurant

5:00 -- 6:30 p.m. Cocktail Hour and Slide Presentation

6:30 -- 8:00 p.m. Dinner

8:00 -- 9:30 Awards Presentation

M E N U

Surf and Turf (5 oz. Filet Mignon and Crab Imperial)  
Tossed Salad (Choice of dressing)  
Choice of potato or vegetable  
Bread and Butter  
Coffee or Tea  
Light Dessert (Sherbert or Parfait)

Price: \$21.00 per person

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INSTRUCTIONS

1. Make check payable to HHSA.
2. Mail form with check to: Dolly Gingras  
6924 Konrad Court  
Friendship, MD 20758
3. Please send form and check to arrive at Dolly's house no later than November 29th. Allow 2-3 days for mailing time.

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Reservation for 1985 Awards Banquet

ATTENDEES

\_\_\_\_\_  
\_\_\_\_\_

BOAT NAME

\_\_\_\_\_

ADDRESS

\_\_\_\_\_

PHONE

\_\_\_\_\_

TOTAL AMOUNT ENCLOSED

\_\_\_\_\_