

**"THE HARBOUR LIGHT"**

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



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April 1, 1985

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FLASH FLASH FLASH FLASH FLASH FLASH

It's still not too late to order merchandise embossed with HHSAs own name or logo. Pete Scott has extended the deadline to April 15, 1985. Please call Pete at (703) 435-3793 (h), if you have any questions.

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CALENDAR AT A GLANCE

- |             |   |
|-------------|---|
| April 14    | 9:00 am -- Executive Committee meeting<br>(NOTE: change from earlier announcement)<br>11:00 am -- Captain's meeting<br>Noon -- #1 Spring Race Series                        |
| April 19    | 7:30 pm -- Spring Buffet (reservation notice enclosed)  |
| April 20-21 | 9:00 am -- Cruise Captain's meeting by Herrington Harbour Office, followed by Sail to Annapolis and our annual invasion of Fawcett's, led by Ardell and Lucinda Hoveskeland |
| April 28    | 11:00 am -- Captain's meeting<br>Noon -- #2 Spring Race Series  |
| May 4-5     | 9:00 am -- Cruise Captain's meeting, followed by a cruise to Hudson Creek on the Little Choptank, led by Martha and Tony Kowalski   |
| May 8       | 7:00 pm -- #1 Wednesday Night Race, First Series  |

FROM THE BRIDGE

by Al Walker, Commodore

For all of you who missed the outstanding racing seminar on March 16th, you really missed the best tactics and technique lecture ever given in HHSA, or probably in any other sailing association. Steve Benjamin got down to the "Nuts and Bolts" of the art of racing that will make all who attended not only better racers but also better all-around sailors.

This was the last seminar of the season and I would like to personally thank Priscilla Belanger, Steve Carson, and Joe Batts who took their time to arrange these meetings. Well done!

As everyone who has ever attended a mid-winter "Check Your Boat Party" knows, the one following the seminar was fantastic. Dolly and Bill Gingras were again the perfect hosts and much good cheer and companionship were exchanged by all. Thank you, Dolly and Bill, for putting up with the HHSA'ers one more time.

I know we are all chomping at the bit to get our boats back on the Bay, but one word of caution -- as you dewinterize and get ready to go, use a check list to make sure everything is properly put back in shape.

Good sailing and see you on the Bay!

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NEW MEMBERS

Peter and Ellen Frommer, 3 Old Club Port, Rockville, MD 20852, (301) 468-1327; sailing a Catalina 27 named Diastole, slipped at K-54. Peter and Ellen have been at Herrington Harbour for years and decided to join in the fun.

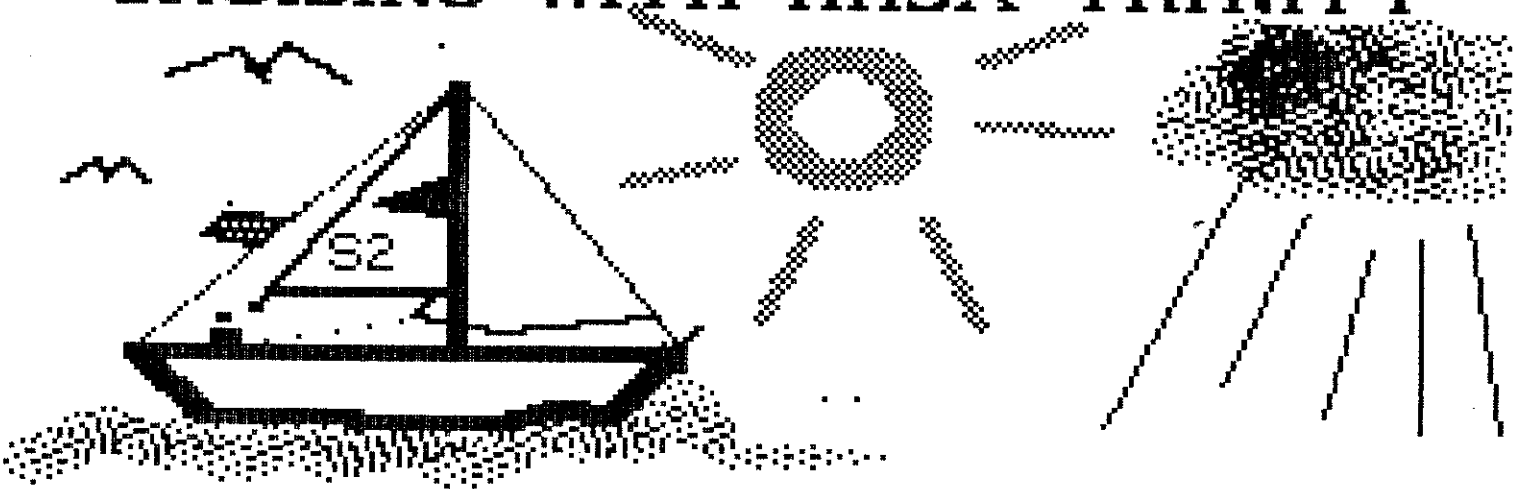
Kenneth and Beth Ruben, 1113 Fallsmead Way, Potomac, MD 20854, (301) 279-2782; sailing an Endeavour 33 named Bet-u-kin, slipped at J-9.

Gordon and Arlene Rutkai, 1024 Shore Drive, West River, MD 20778, (301) 261-9390; sailing a Cal 25 named YAR, slipped on the West River.

John and Eva Shoemaker, 3627 Fontron Drive, Edgewater, MD 21037, (301) 798-5239; sailing a Morgan 34 with the great name The Shoe Fits.

Sybil Stoudenmire is relocating from Rochester, NY to Arlington, VA. Putting her priorities in order, she decided to find a slip for her boat at Herrington Harbour before a new house for herself. Her boat, Omega, a U.S. Yacht 27, will be slipped at I-14.

# CRUISING WITH HNSA TRINITY



by Ardell Hoveskeland

Rear Commodore, Cruising

"Why go cruising with the HNSA sailing group?" Lucinda and I asked ourselves this question in 1983 when we first started sailing. After all, our reasons for sailing included getting away from the regimentation of that Monday through Friday rat race. Going with a cruising group sounds like more regimentation. Also, we heard about these big parties on the rafts. Sounded like a cocktail party. Cocktail parties were a thing we avoided like Shirley Highway during rush hour. Frustrating, boring, with small talk about business and politics. Who needs it?

We had a very enjoyable summer cruising by ourselves to very lovely locations. It was fun, enjoyable, and sometimes mildly EXCITING!!! We never did get very far from Herrington Harbour, however. We finally decided to join Bob and Marty Enstam on the Labor Day cruise to St. Leonard's Creek.

What a difference that cruise made. The HNSA cruisers were people that WERE PEOPLE you really want to meet. There was Lana (of Batts in the Belfry fame) who took that great picture of us under sail. Then Frank and Joan of Fire Fry Free (or something like that), who kept us from going onto the sandbar at the entrance. And Matt (Lucky Seven) who dinghied over to us after we anchored to take us to the party where Bob and Marty (Song Bird) immediately made us feel at home.

I started to write this article about the Do's and Don't's of cruising with HNSA. When I put my material together, I came to the realization that HNSA cruising is not Do's and Don't's. It is exciting sailing, great people, and some of the best experiences of our lives. We do not have a regimented cruising program where everything is DRESS RIGHT DRESS. The Do's and Don't's are those based on safety, common courtesy, and doing what is right for you. Let me return to my story, relating some of the great experiences we had with HNSA, address some anxieties about group cruising, and then throw out a challenge for 1985.

During the fall of 1983 and through 1984, we logged over 1,200 miles on HHSA cruises, met hundreds of wonderful people, and collected enough sea stories to match the best. Our memories include:

- The 13 boat raft that night in Dunn Cove where it was so foggy that we couldn't see the boats on the end and being lulled to sleep by John Bourke's wonderful guitar playing;
- The look on Ernie Keyworth's face when 100 adults and 1,000 children descended on his house;
- The exhilarating sail from Solomon's to the Potomac, beating into 25 knot winds, 8' seas, and entering Smith Creek in a driving storm. Later that evening, sipping cognac, smoking one of Joe Batts' GREAT cigars, and asking "Two Tack" Klimkiewicz about his famous "third" tack;
- Bill Gingras of Hello Dolly providing the appropriate symphony for the "BIG BOAT" fleet at Urbanna. BIG BOAT captain Earl Hall treating us to his legendary Poseidon's locker;
- Peg Hargreaves stepping off the bow onto the beach at Grogg Island to join our barbecue, while Jim still had Adelante's keel in 11' of water;
- Lee and Janice Himes' hasty departure from Horn Harbour when they realized that our "little boat" fleet really did leave at the crack of dawn to beat the "BIG BOAT" fleet to Crisfield;
- Leaving the long, narrow Crisfield Channel into 50 knot winds, 30-foot seas, hearing Bill Bickford calmly said that his engine quit, and being thankful when the Doyons on Circus unselfishly turned and towed Lucky Seven back to safety;
- Riding in the back of the pickup truck when that reincarnated dog Barnacle Bill .....

But enough reminiscing. I'll continue at Annapolis on the 20th. Now for those anxieties about cruising with a group:

- I DON'T WANT TO RAFT Simple. Don't. You are not obligated to tie up in a raft, and you don't have to make any excuse. If you would like to raft, put out fenders. It is as uncomplicated as that;
- I DON'T WANT TO JOIN THE COCKTAIL HOUR Again, there is absolutely no obligation and no excuse necessary. If you want to join in, dinghy over. If you don't want to join in, do whatever you would like to do. Remember, everyone of these great cruisers also has moments when they want to get away by themselves for solitude and meditation;

- I DON'T WANT TO FOLLOW THE SAME ITINERARY AS THE CRUISE Fine. But, you do have two important obligations. First, you should tell the Cruise Captain about your change in plans so he doesn't send the fleet out to look for you. Second, and most important, you have an obligation to yourself to do what is right for you. For example, during the Southern Bay cruise last summer, surfing down those waves wing-on-wing with that 20 knot wind was just too great to stop at Fishing Creek, so we went on to the Piankitank ....., but we told the Cruise Captain.

That should be enough to get the philosophy of HNSA cruising understood. NOW FOR THE CHALLENGE. In 1985, which of your memories are going to top these:

- Rich and Marie Ordeman winning the First Annual Blue Water race on Spook, then sailing to Atlantic City and breaking the bank (sorry Jack, Freebird no longer has a lock on luck);
- Hans Ulander of Aqua Vita, discussing "CRAB WARS" with the Smith Island watermen;
- Julian, Anna, Meredith, Jonathan, Maria, Mandy, Jason, Joe (Batts), and all the other kids winning the July 4th battle at Queenston Creek;
- Kathy Hall "authorizing" Earl to spend \$10,000 on a new spinnaker for Sweet Harmony so that Earl could win the Governors' Cup race;
- The champagne breakfast on White Gull with Helen and Larry Glick, with eggs Benedict and all the fixings following that night cruise up the historic Choptank;
- or mine, which will be untold hours of friendly conversation with some of the greatest people in the world, never hearing business being discussed, not knowing where these friends work, and never having to get the conversation going with that great conversation stopper, "What do you do?"

Have a good sailing season!

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Chesapeake Bay Question of the Month: What is the name of the shoal in Herring Bay? Answer on page 10.

## AN AFTERNOON AT THE OLYMPICS

On Saturday, March 16th, 53 enthusiastic racers spent the afternoon listening to Steve Benjamin, Olympic Silver Medalist. Steve observed that the key to a successful 470 team was a light captain under 130 lbs. and a tall skinny crewman, ideally 6'2" and 135 lbs. We noticed, however, that no one in Steve Carson's crew volunteered to lose the requisite weight.

Benjamin began by giving his seven points on racing:

1. Equipment which has been thoroughly checked before leaving the dock;
2. Crew with assigned specific tasks;
3. Pre-race strategy which covers weather, tides and currents, competition, and racing rules;
4. Starting line tactics and strategies;
5. Understanding the affect of current;
6. Knowledge of the course; and
7. Rig tuning.

Perhaps the most interesting part was Steve's discussion of currents. His analogy of a Styrofoam float made this complex subject understandable to all. From now on, Styrofoam floats will be standard equipment for all HHSA racers.

Matt Bickford of Lucky Seven probably had the best expression of the day. He was so intense on recording Steve's seven points that he couldn't understand how he could have listed fourteen points when Steve was only beginning his second point. Olympians count differently, Matt.

Following the seminar, everyone adjourned to Bill and Dolly Gingras' house on The Overlook above Herrington Harbour. At one time, Bill counted 73 people in their home. For those unfortunate souls who missed the party, Bill's home is loaded with the same kind of electronic gadgetry as Hello Dolly: drapes and blinds that are remote controlled, television sets which disappear into the coffee table, and wind vanes in the living room ceiling. Not too surprisingly, the hors d'oeuvres were even more delicious than at the end of a five-day cruise but the booze didn't last any longer.

Bill observed that while the party was well-attended and the people friendly, it still didn't compare to a raft-up of HHSA sailors on some secluded creek of the Chesapeake.

ARE YOU A MONIQUE OR A SHELDON?

by Joe Batts

Several years ago, Jack McWatters, an HNSA member who has since relocated to Pennsylvania, told us about an article that divided women-in-sailing into two categories, Moniques and Sheldons. Moniques are the "honey precious" ladies who walk the docks in their skimpy swim wear and who like everything about sailing -- except sailing! Sheldons, on the other hand, are excellent crew members: they can tie a bowline and a figure eight; they can navigate and steer the boat; and most importantly, they last more than one season. The comparisons below of Moniques and Sheldons came from several cockpit "happy hours" last year where these stereotyped roles were further refined. We hope you get a little chuckle.

MONIQUES.....

wear black string bikinis

carry purses

have lithe figures and long hair

paint their toenails

file their fingernails

think gel coat is a nail polish

wear high heels

get the blues

dream of mink

think a "long fetch" means going below for a soda

ask how far it is to the next restaurant

order rockfish sauteed in wine sauce

leave lipstick on wine glasses

never sweat

while SHELDONS.....

wear knit polo shirts and shorts with deep pockets

carry large canvas bags

are always on a diet and wear hats

varnish the toe rail

break them

wish it were

wear old topsiders all year long

catch a blue

dream of mylar

tell the captain to fetch his own soda

even after a five-day cruise, serve "hor d'oeuvres les plus merveilleux"

crack crabs and skin little necks

drink vodka tonics from plastic glasses

embody the adage "no guts, no glory"

don't stop chuckling, there's more .....

MONIQUES.....

stare at the horizon  
 ask "which way are we going"  
 say "whatever you want my dear"  
 think the rhumb line is a queue  
 for Mount Gay and tonic  
 smell like tanning oil  
 are tanned all over (really!)  
 wear Clinique sun screen  
 think that a heel was their  
 last date  
 complain about the dinghies  
 they date  
 think jelly fish move gracefully  
 play bridge  
 love their toy poodles

while SHELDONS.....

search for the next marker  
 tell the captain where to go  
 make up their own minds  
 know that Mount Gay makes a rum  
 line worth the wait  
 smell like teak oil  
 are tanned from upper arm to finger  
 tips and from mid-thigh to mid-foot  
 put up the awning  
 smile when the boat heels  
 keep their dinghies in tow  
 have Adolph's meat tenderizer on  
 board  
 play Nautical Trivial Pursuit  
 know that she who has the most toys,  
 WINS!

Are you a Monique or a Sheldon? Maybe a little of both. Or, perhaps, you are a Monique trapped in a Sheldon body, or vice versa! Only you will know for sure.

In the next few months, we will also see an article on the joys of being married to a sailor. In other words, have you ever wished for a diamond or a new set of china and received a back stay adjuster instead?

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PLAN YOUR HEART ATTACKS CAREFULLY

Seven HNSA members successfully completed a cardiopulmonary resuscitation (CPR) course given by Captain Orville Thrasher of the North Beach Fire Department. They are Hans and Pat Ulander of Aqua Vita, Al and Priscilla Belanger of Crusader, Frank and Nancy McCabe of Kelly Ann, and Jocelyn Marquez of Freebird. Originally, Captain Thrasher thought it would take 12 hours to teach the course. But everyone was so motivated and smart that it took only six hours. Congratulations! And thanks, Priscilla, for putting this seminar together.



ANNAPOLIS IN THE SPRING

by Ardell Hoveskeland

April 20, 9:00 a.m. That's when the skippers will meet in front of the Marina office to get the 1985 cruising season underway. We are off to Annapolis and the Yacht Basin where the "hardy" cruisers will plug in their electric blankets and the "not so hardy" will go upstairs to their rooms in the Hilton. If you miss the cruise captain's meeting, we will monitor Channel 68.

As everyone is aware, restaurants in Annapolis have long lines on Saturday night. The Chart House has agreed to take a group of about 20 to 25, if we are there by 5:45 pm. They will not hold tables after that time. If you are interested, call me. Also, there are only four slips left for those who still want one.

Please call me at (703) 354-6284 (evenings) by Thursday, April 4th, if you are interested in either a slip or dinner reservations.

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POTPOURRI

Andi and Jai Tackett have succumbed to BIG BOAT fever and purchased a new Catalina 30 named Angelique. It's goodbye to their old Catalina 25 with the great name Tack It and hello to a new, bigger, more expensive slip.

Linda and Charles Taylor are back at Herrington Harbour aboard Pericles after a year's deployment in the Indian Ocean aboard the U.S.S. America. The Taylors have also purchased property on The Overlook above Herrington Harbour and will soon be building a house.

Naomi Bloom and Ron Wallace, La Princesa, are planning on going to Australia for the America's Cup races. They want to know if the Western Australia's Royal Perth Yacht Club will provide reciprocity privileges with H.H.S.A. (Hey, Stuart, does Herrington Harbour have slips big enough for the 12 meter boats?) Is anyone else planning on seeing Australia in 1986/87? Remember: "America's Cup, Don't Leave Perth Without It."

John and Sharon McWatters, who relocated to Pennsylvania, must be getting lonely. Their renewal application indicated they were only 30 minutes from Penn State University and their door is always open. They live at 8 Summit Manor, Lewistown, PA 17044, (717) 242-1675.

Kathy and Steve Garber, Desparado, are the proud, new parents of a baby boy born February 25. Little David Lamar, who weighed in at 4 lbs. and 8 oz., was born six weeks early so as to not interfere with HHSA's crowded racing and cruising schedule.

Bumper Sticker of the Month seen on a car heading for Herrington Harbour: "Save the Bay, Sink a Sailboat." Not hard telling what he owns.

UNIQUE COASTAL CRUISING OPPORTUNITY

Ted and Arline Raab are offering the use of their Pearson 390, Gardyloo, to qualified sailors who can help move her from West Palm Beach, FL to Norfolk during the period May 4 to July 6 (dates tentative).

They have divided the trip into sections and plan to cruise the middle section (Savannah to Cape Fear, NC) themselves. It is their hope to find other experienced sailors who would like to take advantage of a unique opportunity for a one-way cruise along the Florida-Georgia coast or the ICW in North Carolina (Pamlico and Albemarle Sounds, etc.). If this does not work out, they will be looking for crew for a one-shot offshore trip at about the same time.

If this sounds interesting or you would like more information, call them at (703) 620-4275 (h) or (703) 849-4568 (w).

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CORRECTION IN 1985 CALENDER OF EVENTS

Please note the following changes, corrections, and just plain clarifications in the 1985 Calendar of Events contained in last month's newsletter:

- In the spring and fall race series 12:00 pm means noon for the start of each race;
- The Mid-Chesapeake Bay Cruise (June 22-30) will begin with the Cruise Captain's meeting at 9:00 am, Saturday morning;
- The Mini-cruise (July 4-7) to the Chester River will begin with the Cruise Captain's meeting at 9:00 am, Thursday morning.

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Answer to Question of the Month: Long Bar Shoal.

RACING -- HNSA STYLE

by Steve Carson, Rear Commodore, Racing

HNSA racing in 1985 will be our best season yet. With increased participation, we will have more boats at the starting line and more crew available. I've had many calls from members wanting to crew on other boats. In order to become familiar with racing before taking their own out. Once we dispel a few myths about racing, I'm certain they will be racing their boats and looking for additional crew. Get in touch with me if you want to crew or need crew.

The new USYRA Racing Rule Book is out today, April 1, 1985. There are changes from the previous year. If you have already paid the \$5.00, it has been noted. They will be distributed as soon as they become available.

WHAT IS THE BEST BOTTOM PAINT? That question always seems to pop up in racing circles. We've had some insight from fairly reliable sources lately. Unfortunately, there is always some trade-off between anti-fouling properties and speed. Steve Benjamin has found that Micron is the best. But at a recent North U. Smart Course, the preference was the Balto Plate.

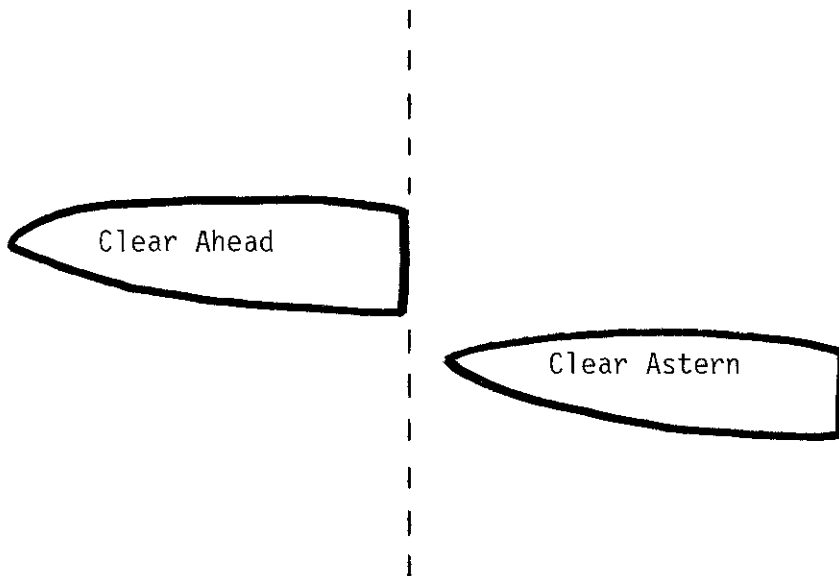
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RACING RULE OF THE MONTH

"Clear Astern -- Clear Ahead -- Overlap"

A Yacht is "Clear Astern" of another when her hull and equipment in normal position are abaft an imaginary line projected abeam from the aftermost point of the other's full equipment in normal position. The other yacht is "Clear Ahead."

Yachts "overlap" when neither is clear astern.



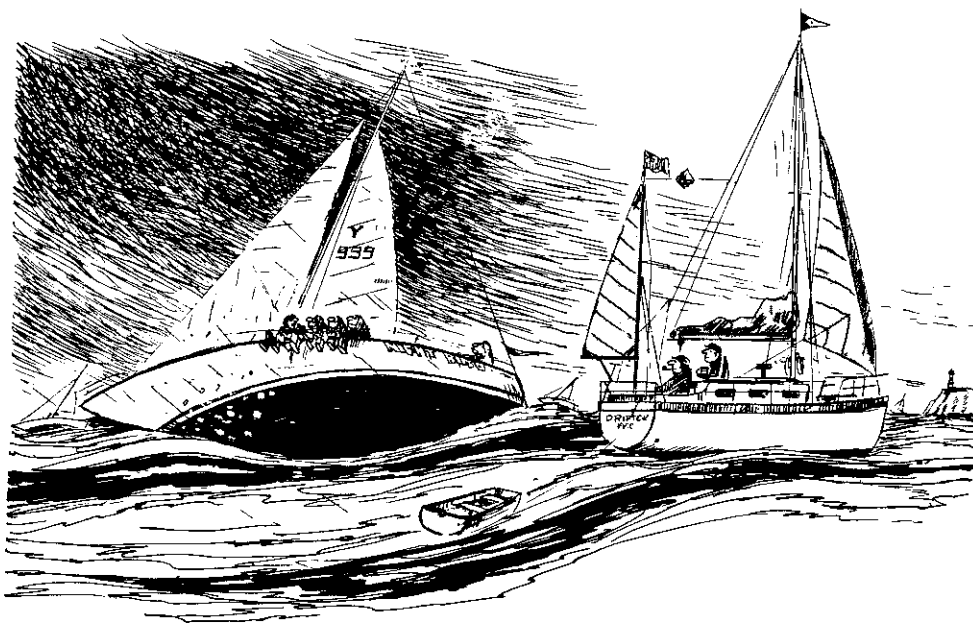
## CRUISE TO HUDSON CREEK AND THE LITTLE CHOPTANK

by Tony and Martha Kowalski

Hello everyone! Isn't it great to be making plans once again for an HNSA cruise. Seventh Heaven is going to call the May 4-5 cruise to Hudson Creek on the Little Choptank the "Surprise Cruise" because surprise, surprise we've never been there. We have talked many times of sailing there, but like many other great anchorages we never seem to get there.

Since we lack "local knowledge," we have checked with all the cruising guides, including A Cruising Guide to the Chesapeake by Wm. T. Stone and F.S. Blanchard and Chesapeake Bay Magazine's Guide to Cruising the Chesapeake Bay. Everyone agrees: This is one of the best creeks on the Eastern Shore.

We look forward to seeing you on May 4, 1985, at 9:00 am for the Captain's meeting. If you miss the cruise captain's meeting, we will monitor Channel 68. If you have any pre-cruise questions, call us at (301) 995-0266 (h). Until then, take care.



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*"There's times I know I'm a cruising man at heart."*

SOURCE: They Call It Sailing, Mike Peyton (1981).

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# Spring Fever Buffet

April 19, 1985 7:30 pm

Herrington Harbour Restaurant

## M E N U

Seafood Casserole  
(a specialty of Karen Keyworth!)

Tossed Salad

Potato and choice of vegetable

Bread and butter

Coffee, tea, wine

Special children's menu of hamburgers available for \$4.00

- INSTRUCTIONS:
- A. Write checks payable to "HNSA"
  - B. Mail this form with check enclosed to:  
Dolly Gingras  
6924 Konrad Ct.  
Friendship, MD 20758
  - C. Mail as soon as possible but not later than  
April 10, 1985. This will allow for proper  
ordering and planning
  - D. If you have any questions, call Dolly at:  
(202) 797-4253 (w) or (301) 855-5568 (h)

----- C U T H E R E -----

Price \$12.50 per adult -- \$4.00 per child

Name: \_\_\_\_\_

Address: \_\_\_\_\_  
\_\_\_\_\_

Phone: \_\_\_\_\_

Number of adults attending \_\_\_\_\_ Number of children \_\_\_\_\_

SPECIAL SPECIAL SPECIAL

Chesapeake Bay Magazine, publishers of Guide to Cruising the Chesapeake Bay, has offered to give HNSA members a 25 percent discount. Instead of \$19.95, with the attached coupon, you can order yours for only \$15.00. The 1985 edition is a definite improvement over earlier editions: it has a spiral binder which allows it to lie flat on a nav table and it comes with a plastic cover. If you don't have one, you won't know about the best anchorages on the Tred Avon, how to negotiate the dog-leg on Ball's Creek, and how to signal the bridge tender at Knapp's Narrows. Furthermore, it contains excellent articles on boatkeeping, comfort, safety, galley organization, weather, anchoring, and rafting.

- - - - - C U T H E R E - - - - -

Yes I want a 1985 Guide to Cruising the CHESAPEAKE BAY

I have enclosed a check for \$15.00

Mail this form and check payable to HNSA to:

Joe Batts  
1317 - 19th Road South  
Arlington, VA 22202

Name: \_\_\_\_\_

Address: \_\_\_\_\_  
\_\_\_\_\_

Phone: \_\_\_\_\_