

"HARBOUR LIGHT"

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



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May 1, 1985

HSA Trivia Questions of the Month

What four gulls are commonly seen in the middle part of the Chesapeake Bay?

What year did Stuart Chaney begin managing Herrington Harbour?

Answers on page 8.

CALENDAR AT A GLANCE

May 4-5	9:00 am	Cruise to Hudson Creek on Little Choptank
May 8, 15, 22, 29 June 5	7:00 pm	Wednesday Night Race Series
May 12, 19, June 2, 16	Noon	Spring Race Series
May 19	9:00 am	Executive Committee Meeting
May 25-27	9:00 am	Cruise to Hunting Creek on Miles River
June 7	8:00 pm	New Members' Cocktail Party
June 8-9	9:00 am	New Members' Cruise to Dunn Cove via Knapp's Narrows

FROM THE BRIDGE

by Al Walker, Commodore

All the planning and preparation by our committees during the months of January, February, and March paid off last month. We had our first race, our first cruise, and our first social function, and each was handled expertly by a number of members who obviously enjoy the activities by our Association. Happily, not only veterans attended each activity, but also many new members as well.

Our membership committee has been working overtime, too. We had a renewal rate of 75 percent from year to year. This year we began with 125 renewals and since January, we've added 22 new members. At that rate, we will easily achieve Jocelyn Marquez's goal of 200 members by year-end.

The newsletter is looking better and better. In fact, a Chesapeake Bay Magazine editor said that it's the best of its kind on the Bay. Congrats, Lana Batts and all previous editors.

Our merchandise program, handled by Pete Scott has generated nearly \$1,000 in orders, and the new T-shirts and jackets should be ready in about a month. And burgees! We sold the last burgee in inventory at the Spring Buffet. But, fear not, 20 dacron and 25 nylon burgees have been ordered and should be available soon. We now have a giant burgee for racing and cruising events and a banner for social and organizational functions. Cruising Guides sold like hotcakes: all 30 guides were sold last month. I can just see Tony Kowalski with guide in one hand and tiller in the other leading us all on the Surprise Cruise to Hudson Creek!

All in all, this year is looking to be exciting and well-attended. I encourage each of you to participate in the activities that appeal to your interests. Have a good sail!

NEW MEMBERS

Jim & Ilene Cahill, 11538 Summer Oak Drive, Germantown, MD 20874, (301) 972-1266, Wraith, K-10

Bill Dolan & Michele McTamney, 2887 School House Circle, Silver Spring, MD 20902, (301) 984-6108

Joe Duvall & Joe Perry, 12930 Colt Drive, Clifton, VA 22024, (703) 830-1168, (703) 591-4900, Makki, Pearson 26, M-18. Sailed around Delaware Peninsula.

Roberto & Teresa Frasisti, 6615 Weatherford Ct., McLean, VA 22101, (703) 883-0845, Sassy, Erickson 25, C-21.

William & Jane Hewitt, 20633 Hazelnut Court, Germantown, MD 20874, (301) 540-1371, Tru Blew, Catalina 30, K-30.

Continued on page 3

NEW MEMBERS (Cont'd.)

Ed and Charlene Jones, 1200 Banton Circle, McLean, VA 22101, (703) 356-0037, Char-Nan II, Bombay Clipper 31, slipped at Mears Marina, Annapolis, MD.

Kathy Malliton, 10802-D Amherst Avenue, Wheaton, MD 20902, (301) 897-7451. Crews on Alize.

Robert & Carol Mayer, 9029 Longstreet Drive, Manassas, VA 22210, (703) 369-1385, Bull Runner, Ranger 30, 0-23.

Gilbert McClours, 3888 Greenmeadow Lane, Davidsonville, MD 21035, (301) 798-1409, Split Decision, Catalina 27, HHN.

Patrick & Terry McGuire, 635 Wayward Drive, Annapolis, MD 21401, (301) 224-4219, Arcadia, Erickson 30, N-23.

4 Micki
Ron Pugh, 9623 Tinsmith Lane, Burke, VA 22015, (703) 569-9478 Troubadour

ANNAPOLIS IN THE SPRING (APRIL 20-21)
by Ardell Hoveskeland, Rear Commodore, Cruising *Albin Ballad 30 - 0-21
Cruising - 2nd boat
more up from Hunter 24*

The first HHSA Cruise of 1985 was an outstanding success as 20 HHSA cruisers made the trip to Annapolis. We had beautiful, sunny days, warm weather, and enough wind for some pleasant sailing. It was great walking around the Naval Academy, partaking in the Spring Festival, visiting restaurants (being joined by several members who made the journey by land), and having lots of friendly discussions. Errin looked great with the spinnaker flying. Hello Dolly had an enjoyable sail past a submarine. And, it was quite a sight looking at all those HHSA boats at the Yacht Basin. (By the way, didn't those black dock lines on Pericles look snappy?)

Not everything on the cruise went according to plan. At the Captains' meeting, Gene Norris objected strenuously to Lois being listed as Captain. In spite of our good advice, Gene took the helm and promptly ran Quintet aground halfway out of their slip. Also, Hans, Aqua Vitae, and I had planned on a nice pleasant frostbite cruise with comfortably cool temperature. However, the crew of Poule De Luxe II had better connections since they preferred sunbathing in 90 degree weather. I'll have to admit that the wind wasn't up to expectations, but fortunately, the Davenports have agreed to make the rest of the 85 cruises in their Breezy boat.

Steve Carson must have had a good reason not to trust non-racers with the big HHSA burgee because it couldn't be found before departure. Cruisers are a devious lot though, and I think some are planning revenge. Faucetts had a run on back-stay adjustors, barber-hauls, and other funny things. One of the cruisers is even suspected of getting professional help from a J-Boat crew and trying out new techniques (in secrecy) on the trip back to Herrington Harbour.

Participating boats were: Single Tree, Windsinger, Terre Mar, Ryt, Lucky Seven, Elsewhere, Second Wind, Final Fantasy, Freebird, Sea Sparrow, Trinity, Trio, Errin, Hello Dolly, Pericles, Quintet, Aqua Vitae, Poule De Luxe II, and Breezy.

NOT FOR RACERS ONLY

by Steve Carson, Rear Commodore, Racing

Actions taken at the most recent Race Committee meeting will affect the racers within HHSa very positively. The ongoing Committee Boat problem has been addressed and a fair and equitable solution has been found.

Committee Boat assignments were made on a lottery basis, race by race. Assignments have been established for the balance of the Spring Series and for the Wednesday Night Series I.

Committee Boat assignment means that the boat/skipper is responsible for insuring that a competent Committee Boat is present for that race. Whether or not that assignment is traded or a substitute found, the responsibility for that race date remains the assigned skipper's.

The assignments are as follows:

Spring Series

<u>Race #</u>	<u>Date</u>	<u>Boat/Skipper</u>
1	4/14	Alize/Carson
2	4/28	Solo/Rudolph
3	5/12	Samadhi/Smith
4	5/19	Bunch/Brown
5	6/2	Bifrost/Hare
6	6/16	Songbird/Enstam
Alt		<u>Arcadia/McGuire</u>

Wednesday Night Series I

<u>Race #</u>	<u>Date</u>	<u>Boat/Skipper</u>
1	5/8	Sweet Harmony/Hall
2	5/15	Rallier/Harmon
3	5/22	Lucky Seven/Bickford
4	5/29	Ramshackle/Kremers
5	6/5	My Mercedes II/Walker
6	6/12	Liberte/McClurg
Alt		<u>Freebird/Marquez</u>

I will review Committee Boat procedures prior to the race dates, and also assist in handling schedule problems.

This solution should remedy a long-standing problem facing HHSa racing. Cooperation and participation by everyone will be appreciated.

WEATHER SERVICE WARNINGS -- WHAT DO THEY MEAN?

by Lana Batts

During Joe's military assignment to Clark Air Base in the Philippines, we experienced our first (and hopefully last) typhoon. However, like many service people, we didn't take the time to learn the weather warning codes. As we listened to the radio warning about an approaching Class III typhoon, we wondered if this was a Class III, what must a Class I feel like? We could have saved ourselves a severe anxiety attack if we had known that Class III was the worst with sustained winds of 111-130 mph.

The same thing probably happens on the Bay, as sailors listen to the marine weather channels and hear such terms as small craft advisory, special marine warning, gale warnings and storm warnings. What do they mean?

Small Craft Advisory: Winds of at least 20 knots expected. The term "small craft" has never been defined, but it usually applies to boats under 24 feet. (No BIG BOAT, small boat distinctions here.)

Special Marine Warning: Sudden strong winds of at least 34 knots. Sailors should seek protected waters immediately.

Gale Warnings: Prolonged winds of 34-47 knots. Only really BIG BOATS should be out in weather like this.

Storm Warnings: Prolonged winds between 48 and 63 knots. Stay in port.

Hurricane Warnings: Winds exceeding 64 knots. Chesapeake Bay has experienced Class I hurricanes with winds of 74-94 mph and a 4-5 foot storm surge.

An excellent source on weather on the Chesapeake Bay is The Chesapeake: A Boating Guide to Weather, by Jon Lucy, Terry Ritter, and Jerry Larue, available from the Sea Grant Communications Office, Virginia Institute of Marine Science, Gloucester Point, VA 23062, (804) 642-7170, for only \$1.00 each. See me for order forms on Belfry, K-18. It explains those sudden thunderstorms in May through July better than Bob Ryan or Willard Scott.

MEMORIAL DAY CRUISE

Now that Stan and Ginny Fant have succumbed to BIG BOAT fever, they want all HHSA cruisers to join their Final Fantasy in a Memorial Day cruise to the Miles River. They plan to avoid crowded St. Michaels and head further up the river to Hunting Creek. Hunting Creek is about 2½ miles from St. Michaels and meanders in a northerly direction for about a mile. From here, HHSA can watch all the fools who try to take a short cut between the islands and don't go around Flashing #7.

For those who can't pass up the charm of St. Michaels, a few boats will venture in for an afternoon. Because the cruise will anchor out for two days, be sure to have plenty of booze, ice, and fuel before you leave Herrington Harbour.

Cruise Captains' meeting will be at 9:00 am, Saturday, May 25, 1985.

YOUR SAFE BOATING SHOULD INCLUDE A COURTESY MARINE EXAMINATION

As we swing into a full schedule of cruising, racing, and partying, don't forget safety. Charlie and Sherry West of Windsinger will be happy to conduct a free check of your boat's equipment covering federal and state safety related requirements plus additional standards recommended by the Coast Guard Auxiliary. Among the items they will inspect: numbering, bells, PFD's, ventilation, backfire flame control, fire extinguishers, sound producing devices, navigation lights, visual distress signals, fuel tanks, carburetor drip collectors, electrical installations, and galley stoves. If your boat passes the examination, the decal is your assurance that your boat is equipped for fun and safety on the water.

This Courtesy Marine Examination is not a law enforcement activity. No report of you or your boat is ever made to any law enforcement agency. Only a count of the number of examinations is made to the Coast Guard.

If you are interested, please contact Charlie at (301) 552-3263. If enough interest is shown, they will schedule a day doing CME's at Herrington Harbour.

NEW MEMBERS CRUISE TO DUNN COVE VIA KNAPP'S NARROWS

Have you ever listened to Dick and Patti Doyle on Irish Heir talk about the time they demasted their boat on the bridge at Knapp's Narrows? Have you wondered if this is the same Narrows that Bill Bickford on Lucky Seven attempted for the first time at night with five kids on board and did not run aground once? Although Knapp's Narrows can save five miles to the Choptank River, many people are afraid to use it. Besides, who can understand why the red is on the right entering either side?

We decided that anyone trying the Narrows for the first time would appreciate a little safety in numbers. All new members are welcome to come on this cruise and all others are urged to join in and share a little of their "local knowledge."

From the Narrows, we will proceed into Dunn Cove on Harris Creek. Dunn Cove is particularly attractive to HNSA members because it is the closest anchorage to Herrington Harbour. It's so close that it is a perfect destination for a day sail and still have time to throw out a lunch hook.

This cruise will be led by our Commodore, Al Walker on My Mercedes II.

The Cruise Captains' meeting will be at 9:00 am, Saturday, June 8, 1985.

The cruise will be preceded by a new members party at Herrington Harbour at 8:00 pm on Friday, June 7, at the marina restaurant. There will be a small charge, plus a cash bar.

MARINA ETIQUETTE SUGGESTION OF THE MONTH

Be sure to tie off your halyards in the marina. A few strategically-placed shock cords can mean the difference between friendly slip neighbors and those that want to cut your halyards down.

POTPOURRI

Tom and Valerie Bartley arrived at Herrington Harbour North and planned to spend the day sprucing up Shotgun. But they couldn't find it. Someone had switched the work orders and repainted the transom Second Wind.

Tom Willess of Tom Kat'n was shopping at Hechingers wearing an HNSA tee shirt when he was stopped by another Harry Homeowner, inquiring about the organization. Tom took his name and Jocelyn Marquez has forwarded membership information.

Cleanliness Fanatic of the Month award goes to Darlene Forte of Trio. Darlene was spotted cleaning the mast of Trio. She claims it took a whole bottle of 409. Wonder if the Clorox Company would consider doing a personal endorsement commercial starring Darlene?

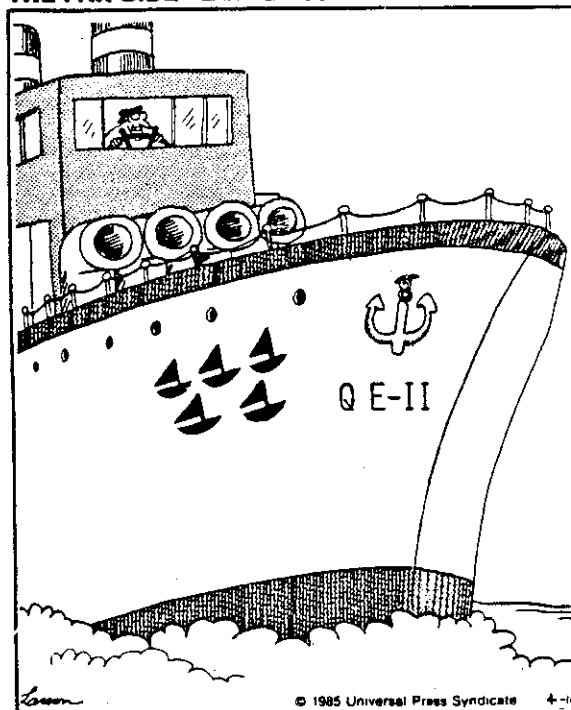
Don't forget HNSA members get a 50 percent discount at Boat U.S. when they renew their membership. Instead of paying \$17.00, the discount price is \$8.50.

The dacron-sewn burgees have arrived. See Joe Batts, Belfry, K-18, or call evenings (703) 892-1864. The price is \$22.00.

Don't miss Terry Baxter's (Hailstone) moving tribute to his father-in-law, Ed Sadtler, in this month's Chesapeake Bay Magazine.

Ardell Hoveskeland advises that the QE-II will pass up the Bay on May 5th, the return day for the Hudson Creek cruise. Rumor has it that Tony Kowalski, Cruise Captain, will hail the QE-II captain on Channel 13 and tell him that HNSA boats have the right-of-way.

THE FAR SIDE GARY LARSON



HNSA MID-BAY CRUISE

June 22 - June 30

Plan your vacations now and join Hans and Pat Ulander on Aqua Vitae as they explore one of the loveliest parts of the Bay. If you need further information, see Hans or Pat at Slip M-20, or call them evenings on (301) 977-8440. The itinery is provided below:

<u>Date/Day</u>	<u>From -- To</u>	<u>Distance</u>
June 22/Saturday	Herrington Harbour to Solomons Island/Mill Creek Anchor out	32 m
June 23/Sunday	Solomons Island to Smith Island Dinner ashore	32 m
June 24/Monday	Smith Island to Indian Creek/ Pitman Cove Anchor out	27 m
June 25/Tuesday	Indian Creek to Carter Creek Dock at Tides Lodge	20 m
June 26/Wednesday	At Tides Lodge, Explore the Rappahanock	
June 27/Thursday	Carter Creek to Great Wicomico/ Horn Harbour Anchor out	30 m
June 28/Friday	Great Wicomico to St. Mary's River/ St. Georges Creek Anchor out	32 m
June 29/Saturday	St. Mary's River to Solomons Island Dock at Spring Cove Marina	34 m
June 30/Sunday	Solomons Island to Herrington Harbour	32 m

ANSWERS TO TRIVIA QUESTIONS

The four gulls are: Herring, Laughing, Great Black Backed, and Ring Billed.

Stuart began managing Herrington Harbour in 1978.

SO YOU HAVE A PROBLEM?

Welcome to the Club!

Recently, several sailors in HNSA were telling war stories about the ludicrous moments in sailing that ranged from the critical to the hilarious. The stories led to pronouncements about when you're in trouble and the following list was developed:

YOU KNOW YOU'RE IN TROUBLE WHEN

1. you have run aground and you can easily walk 360° around your boat
2. you're 20 feet from the dock and you still have shore power
3. the Coast Guard boards and your "Y" valve is on "X"
4. you're going under a 50' bridge with a 51' mast
5. the Coast Guard refuses to board
6. the rats put on Tife jackets
7. the Captain says, "I don't know" on a 40° keel
8. after lightning strikes, everyone points to the top of your mast
9. the Marine Police puts a Denver Boot on your boat
10. your radio only gets "New York Hottracks"
11. the wind is blowing 25 knots and the main won't come down
12. you're in the head and the Captain yells, "coming about" in 25 knot wind
13. someone below asks what's this water on the floor
14. the line of floating champagne bottles leads to your boat
15. the crew says, "do what?"
16. the lights go out and the battery is on "ALL"
17. Practical Sailor reviews your boat
18. you're the only one at a Captain's meeting
19. someone says how much do you draw and everyone agrees that you go first
20. your overnight guest boards with a hard suitcase and silk pajamas
21. your wife says, "you should see what your son has done"
22. the Captain says, "don't talk to me now"
23. your ten year old asks, "why is that BIG BOAT getting so close?"
24. you're on the starting line and it's 30 seconds to the gun
25. the mosquitoes won't bite
26. your wife says, "If I ever get off this boat"
27. you're the anchor boat on a 30 boat raft
28. your boat is known as the party boat
29. you're motoring in reverse and your inflatable dinghy disappears
30. you go to the boatyard and your boat's name has been changed
31. the English meaning for your boat's foreign name is obscene
32. your alcohol consumption is more than your fuel consumption
33. you forgot your fly swatter off Smith Island
34. you return to your boat at night and the lights are on and the screens aren't up
35. 70,000 geese fly overhead
36. BOAT U.S. won't review your membership

there's more

YOU'RE STILL IN TROUBLE WHEN

37. the survey costs more than the boat
38. it takes you three hours to Jiffy Reef
39. your boat is confused with a Haitian refugee boat
40. you're in the bosun's chair and your crew goes to lunch
41. the kit says, "some assembly required"
42. the woodpeckers circle your wooden mast
43. you're docking and you tell the helmsman to head into the wind and he says, "what?"
44. your mainsail wins the Chesapeake Quilting Contest
45. your insurance is for Herring Bay only
46. your boat payment is greater than your house payment
47. you mistake lube grease for toothpaste
48. the mechanic won't give you an estimate
49. your daughter still marries the guy who dumped your dinghy engine overboard

The inebriated contributors to the above list understandably wish to remain anonymous, however, the editor believes credit should be given where credit is due. Therefore, credit to all will be given:

Jack and Jocelyn Marquez aboard Freebird; Steve Carson aboard Alize; Arnie Sherman aboard Woxof; Al and Marie Doyon on Circus; Ed and Brenda Kay on Distant Star; and Earl and Kathy Hall on Sweet Harmony.

FIRST SPRING RACE OF THE SEASON

The first race of the spring series began on Sunday, April 14. Steve Carson agreed to provide the Committee boat for the first race when he discovered that Alize would not be in the water. Hard to believe that a sailor has friends such as Len Belas with power boats that would "volunteer" their craft for such hazardous duty.

This race was like most others. Earl Hall on Sweet Harmony managed to have three extra captains on board: Al Doyon (Circus), Tom Willess (Tom Kat'n), and Dick Doyle (Irish Heir) in his all-out attempt to beat Jack Marquez on Freebird. Joe Batts on Belfry had to borrow a set of sheets when he showed up without his. Even the Harbour Police were out in force checking for little blue Maryland documentation/registration stickers.

But what everyone didn't count on was the entrance of two new boats to the racing fleet: Bob Mayer aboard Bull Runner and Chris Harmon aboard Rallier. Bull Runner (from Manassas, VA, where else?) finished first, Freebird second and just 13 seconds behind was Rallier. Rallier's finish was amazing when you consider that he was stopped by the police for not having a proper sticker, just as the 10 minute gun was about to go off. He returned to the Marina to retrieve the sticker from his car's glove compartment, crossed the starting line four minutes after the start, and still finished third.