

"THE HARBOUR LIGHT"

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

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July 1, 1985

FLASH FLASH FLASH FLASH

The 50 Burgees Cruise will now rendezvous on Cummings Creek instead of Shaw Bay. Some of the smaller boat captains felt Shaw Bay was a little too far. Cummings Creek is about five miles beyond Dunn Cove on Harris Creek. It is a large creek with plenty of room and water. So please join in -- no excuses. Skippers' meeting at 10:00 a.m.

CALANDAR AT A GLANCE

- July 10, 17, 24, 31 -- Wednesday Night races, Second Series
- July 20-21 -- 50 Burgees Cruise to Cummings Creek, 10:00 a.m. Skippers' meeting
- Aug. 2-4 -- Evening Cruise to Oxford and Peach Blossom Creek, 8:00 p.m. Skippers meeting

TRIVIA QUESTION OF THE MONTH

How many points are there on a compass?

Answer on page 6.

FROM THE BRIDGE

by Al Walker, Commodore

The New Members Party and Cruise to Dunn Cove were both smashing successes! Even though the weather was threatening on Saturday, by the time all the hooks were set in Dunn Cove there were 27, count' em, 27 HNSA boats packed in. The raft up for happy hour started slowly but at one time there were 21 boats on the raft. John Bourke (Finally) was begged and badgered to break out his guitar and finally (no pun intended) after the second request put on one of his best performances! Aside from his now famous "Have Some Madera, Madera" a great sing along followed, probably to the chagrin of the few non-HNSA boats that dared venture into the Cove.

A few brave souls even ventured in for a swim and found that a few nettles had already arrived.

Probably one of the most noticeable feats of the night was when Freebird (Jack & Jocelyn) decided they had to leave and backed out of the center of the raft without disturbing the nine boats attached to her starboard side!

If the participation continues to grow like this, we will make that 50 burgees cruise after all.

Thanks to all who made being Cruise Captain for this one a "piece of cake."

Boats participating were: Adriatic, Belfry, Crusader, De Minimis, Distant Star, Finally, Free Bird, Hello Dolly, Infinity, Kelly Ann, Liberte', My Mercedes II, Milenium Falcon, Nerissa, Passages, Pate', Poule de Luxe II, Sassy, Seagull II, Second Wind, Seventh Heaven, Shotgun, Song Bird, Terre Mar, Trio, White Gull, and Wraith.

"50 BURGEES CRUISE"

July 20-21

Jack & Jocelyn Marquez

Herrington Harbour Sailing Association is going to celebrate its 5th anniversary in a spectacular way!

A fantastic cruise of at least 50 boats flying HNSA burgees is being planned for Cummings Creek, just north of Dunn Cove. (Note change in destination to accommodate some of the smaller boats.) We need everyone to join us for this great celebration! An article for Chesapeake Bay Magazine will be written if we accomplish our goal.

So all of you mark your calendars for July 20-21, with Skippers' meeting at 10:00 a.m. Let's show everyone that HNSA is the best and most active sailing group on the Chesapeake Bay.

HNSA ONE WEEK NORTHERN BAY CRUISE

August 10-18

The plans for HNSA's one week Northern Bay cruise are well under way. After consulting with many of our members, a fabulous itinerary has been worked out. The general consensus was to eliminate Baltimore as a destination, since HNSA has been there during the last two Northern cruises. New destinations in the spectacular Northern Bay will be explored including Chesapeake City, the Bohemia River, and Georgetown on the Sassafras River.

Departing Saturday, August 10 and returning Sunday, August 18, this cruise will guarantee swimming in sea-nettle free water. The schedule is as follows:

<u>Day/Date</u>	<u>From - To</u>	<u>Distance</u>
Saturday, Aug. 10	Herrington Harbour to Sillery Bay (Magothy)	30 miles
Sunday, Aug. 11	Sillery Bay to Still Pond	27 miles
Monday, Aug. 12	Still Pond to Chesapeake City	23 miles
Tuesday, Aug. 13	Chesapeake City to Bohemia River	10 miles
Wednesday, Aug. 14	Bohemia River to Sassafras River	19 miles
Thursday, Aug. 15	Sassafras River to Fairlee Creek	23 miles
Friday, Aug. 16	Fairlee Creek to Rock Hall	12 miles
Saturday, Aug. 17	Rock Hall to Whitehall Bay	14 miles
Sunday, Aug. 18	Whitehall Bay to Herrington Harbour	17 miles

For the first three nights of this cruise we will join the more-adventurous group going to Atlantic City.

Already six skippers have signed up for this fabulous and relaxing adventure.

For more information or if you plan to join us, please call:

Al or Priscilla Belanger (703) 323-8410;
Jack or Jocelyn Marquez (703) 569-1616.

SAILORS OUGHTA KNOW

by Bob Enstam, Past Commodore

As a group, sailors are generally a pretty conscientious lot and like to do things right. They pay attention to the wind, tide, currents, weather, and distances between where they are and where they're going. And most of us would rather be anchored near another sailboat rather than near a powerboat, not because powerboats are bad, but rather because the odds are that the typical sailor knows a lot more about anchoring than the typical powerboater does.

There is one area where the powerboaters seem to be more squared away than the sailors -- navigation lights at night. Granted, the powerboater has it easy; just flip the switch marked "Nav Lights." Sailors, however, have to worry about whether they are technically sailing vessels or motor driven vessels. To complicate matters, the two are required to show different lights at night. A boat under sail at night is required to show a red light to port and a green light to starboard, each of 10 points (112 degrees) and a white light of 12 points aft (135 degrees). The white light aft should be at about the same height above the water as the sidelights. There is no white light forward at any height.

When a sailboat has its engine on, it is considered a motor driven vessel, not a sailboat. Motoring at night, a sailboat shows the same lights as noted above, plus a 20 point (225 degrees) white light forward. Note that this 20 point white light cannot be seen from the stern of the vessel.

Another light that sailboats often have is a 32 point (360 degrees) anchor light, which is white and usually at the top of the mast. It should never be on when the boat is underway. Sailors often are seen showing both running lights and an anchor light, an illegal practice. So much for lights.

VHF radios are an area where it seems hardly anybody is squared away. Unlike a telephone where both parties can talk at once, the VHF radio permits only one party to talk at a time. Because of this fact, procedures have been developed (primarily by the military) to make use of the radio simple and workable. Foremost among the procedures is the proper way to end any radio transmission. Quite simply, every transmission should be ended by either the word "over," which means you intend the other party to continue the conversation or the word "out," which means you are through with the conversation and don't expect the other party to answer. Unfortunately, Hollywood movies used the term "over and out" and it can be heard on the water constantly. It is really a contradiction in terms. The word "over" should never be used with the word "out."

Obviously, if every radio transmission should end with over or out, CB radio slang like, "Do you read?", "Please answer", "come back", or "Got your ears on?", etc. is improper procedure for VHF radios.

Because the VHF radio is so public and the HHSA burgee is getting to be so well known, how we use our radios can give others the impression that we seem to know what we're doing or we can convey that we're just another bunch of yahoos out on the water.

AUGUST 2-4 WEEKEND CRUISE

Larry and Helen Glick

Intrepid HNSA skippers and crews will begin the weekend with a Friday night moonlight sail to Oxford. Skippers' meeting at 2000. Assuming relative calm, it will probably be best to anchor off the Strand rather than in Town Creek.

Saturday morning, at a civilized hour, we will form a raft around White Gull and enjoy our champagne breakfast. While we could have this event catered by the Robert Morris Inn, we believe that it will be even better if we each bring our own champagne (or whatever) and breakfast dish to share, in the same fashion as we do at evening cocktail raftups.

Later in the day, we will make the approximately four mile trip up the Tred Avon to Peachblossom Creek.

Other HNSA skippers and crews, (no less intrepid, but unable to leave Friday evening) will join us in Peachblossom for the usual revelry.

Please ring us up if you plan to make the Friday evening cruise at (703) 356-0988 (h) or (202) 376-8339 (w).

POTPOURRI

Tom Schuyler (Infinity) arrived at Dunn Cove with the New Members Cruise. He had two of the best looking steaks, but unfortunately no charcoal. Fellow HNSA members took pity on Tom and give him extra charcoal.

Tom Bartley (Shotgun) also participated in the New Members Cruise. While Tom and Valerie are not new members, it was their first cruise. Strictly racing, heretofore. Tom even had to borrow an anchor which, not surprising, drug sometime in the night.

Jim Wright is now learning to speak English the British way. He is now the proud owner of a Moody 34.

Earl Hall on Sweet Harmony, is doing fine after his hip to neck bone graft operation on July 8. He expects to be home convalescing July 13. His only concern is that with the loss of bone in his hip, he may not be able to hold up his pants!

Marie and Rich Ordeman are the proud new owners of a Beneteau 29 named Spook. Unfortunately, because they haven't sold their old boat Windsong; they now own 58 feet of boat, including the dinghy.

Have you noticed how many new burgees are flying in Herrington Harbour this year? Joe Batts reports that 47 new burgees have been sold. Need a burgee? See Joe on Belfry, A-6, or call (703) 892-1864 (h).

REFLECTIONS

by Jayne Spence (Second Wind)

Here we are in the fifth season of HHSA as an active and growing organization. The past years are filled with fond memories and this season promises to add even more. What is perhaps more remarkable is that we have built a framework of tradition in such a short period of time. These traditions carry us into each new year. One tradition evolved from the very beginnings of HHSA -- that of recruiting new members. HHSA has always welcomed new members happily, knowing that these are the persons who carry the organization forward by adding new ideas and experiences.

Recruitment has never been an all-out campaign. We have no high goals set (rounding to the next hundred would be good enough). No TV commercials or telephone campaigns are necessary. We have always felt that membership should be available to everyone (note the low membership fees) and that being a member may not be for everyone! But most sailors, knowing what HHSA is really like, would be happy to join. After all, we require absolutely nothing but a modest membership fee. You can cruise, race or party with us. Or you can go on your own way. We're here when you feel like it; we understand when you don't. If leadership and hard work are your thing, there's always room at the top. Not a bad deal no matter why you have chosen sailing as recreation.

We find our new members most often by starting a friendly conversation at the dock and mentioning our own participation and feelings about HHSA. This is how HHSA started and grew. I hope that all of you will continue to carry out the tradition of inviting people to join, not because we want to increase our numbers to meet some goal, but because we want to share our experiences with a wider range of individuals. If someone says they aren't interested, that's okay, too. But let's make sure that everyone who is interested is invited to join.

Seeing new members enjoying a cruise in their honor and singing along with John Bourke are my favorite traditions. It's our traditions that help me realize how worthwhile it is to let any new friends know about HHSA and to invite them to join us.

ANSWER TO TRIVIA QUESTION

There are 32 points on a compass but 360 degrees.