

"HARBOUR LIGHT"

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

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September 1, 1985

CALENDAR AT A GLANCE

September 7	11:00 a.m. Noon 6:00 p.m.	Captains' Meeting #1 Fall Race Series Bull Roast
September 8	10:00 a.m. 11:00 a.m.	Captains' Meeting Annual Boyer Memorial Round Poplar Island Race
September 14-15	9:00 a.m.	Swan Creek Cruise cc: Rich & Marie Ordeman
September 21	11:00 a.m.	#2 Fall Race Series
September 28-29	11:00 a.m.	San Domingo Creek Cruise cc: Tom Schuyler
October 5	11:00 a.m.	#3 Fall Race Series

TRIVIA QUESTION OF THE MONTH

What's another name for the square knot?

Answer on page 8.

FROM THE BRIDGE

BY Al Walker, Commodore

On November 17, 1985, HHSA will hold its annual business meeting. Among the agenda items will be the election of next year's officers. Bob Enstam will chair this year's nominating committee. Bob is looking for volunteers to serve on the nominating committee and candidates for the various positions. If you can volunteer in either capacity, please contact Bob at (703) 620-5467. Otherwise, Bob will volunteer the army way.....

SWAN CREEK CRUISE

by Rich and Marie Ordeman

Swan Creek, north of the Chester River, will be the destination for the cruise beginning the fall season on September 14-15. Join us for a 30 mile trip up the Bay and under the Bridge to a favorite destination for cruisers who enjoy rural beauty. Current plans include anchoring in Swan Creek. Nearby our destination are many services including marinas for those who do not wish to spend the night on a dock and restaurants and pubs for those who desire a meal and entertainment ashore.

Please call if you plan to join us at (703) 938-1581 (h).

NEW MEMBERS

William and Susan Pope, 2685 Naptox Drive, Oakton, VA, sailing an Ericson 30, named Arcadia.

OOPS

Last month's Newsletter contained two embarrassing errors. The Boyer Memorial Race will be around Poplar Island, not Popular Island. In fact, I can't find Popular Island anywhere on Chesapeake Bay. Also, the Hoveskeland and Batts article on boat names meant to reference boats in mythology, not methodology, although there may have been a method to their myth.

FIVE MINUTE TASKS THAT TAKE FOREVER

by Joe Batts

Recently, I reflected on how many boat projects I've undertaken where I set aside five minutes for the job and it took hours, days, multiple weekends forever!!!!

Several weeks ago my main halyard broke, so I decided to replace it and the two jib halyards. The rigger I used said he could do them up overnight, but his sailing commitments interfered and overnight turned into three weeks. The main halyard threaded smoothly and I was able to nico press the shackle with minimum difficulty. However, upon threading the port halyard, the joint gave way and I had two halyards laying on the deck. The next weekend after sending Julian Marquez up the mast twice, we finally were able to thread the new halyard over the sheave, feed it down inside the mast, and then hook it out the bottom. Nico pressing the shackle also went smoothly. The third halyard was threaded easily because we used at least ten feet of duct tape to join it to the old halyard. However, we discovered that we didn't have the correct size of thimble for pressing on the shackle. We were in Oxford at the time, so we boarded our dinghy, went to town, bought the thimble, and finally finished the job.

Just recently, I had to replace the Y-valve for the head. Such a fun, fragrant job. Lana set the fan blowing on me to keep the perfumed air away as I began to disconnect the hoses and fasten the new valve to the bulkhead. I then began to attach the hoses only to discover that the outflow hose to the seacock was an inch and a quarter rather than the standard inch and a half. It had been "made to fit" the old valve but wouldn't come close on the new valve. The marine hardware store was closed and the whole project was delayed a week.

Last year Lana suggested that I refinish the table leaf. I was a little reluctant to undertake the task because African mahogany doesn't accept varnish very well. A boating friend suggested that I sand very thoroughly and use either a wood paste filler or a sealer primer. Since I didn't know the difference I bought both and used the paste on one leaf and the sealer on the other leaf. The paste was a disaster and had to be removed with scrapers and turpentine. The leaf had to be sanded again and then sealer was applied. A two weekend project took a month.

When I bought the boat in 1981, I knew that the fresh water cooling tank system was leaking slightly but I couldn't find the leak. After two years the leak became serious and visible: the seals on the water pump needed replacing. Sounds easy! The problem was that the water pump was on the lower, aft, port side of the engine and access was only through the sail locker on the starboard side. If you do this kind of work everyday, it should take about two hours. I took me all day.

Two years ago while some yard work was being done on the boat, the battery switch was broken. Easy replacement! The problem was that the switch was French and the connections weren't standard. I replaced it with a standard Perko switch but I had to cut a larger hole in the bulkhead and replace all battery cables and connectors. A thirty minute job took a whole weekend.

While some of these projects are exasperating and frustrating, I find the work to be therapeutic and rewarding. Ultimately, I know the boat a little better and that I've improved it. But, if you want to hear about a weekend project that took a year and a half to finish, ask about our refrigerator.

SAILORS OUGHTA KNOW

by Bob Enstam, Past Commodore

Crisis management on a sailboat is a subject that often isn't discussed because it just isn't pleasant conversation and none of us likes to dwell on the negative aspects of our sport.

Medical emergencies on a sailboat are in a class by themselves and we'll leave that subject to more knowledgeable persons. Perhaps some of our medically trained members would like to address this subject in future articles.

We'd like to discuss some situations that many sailors would define as "crisis." Perhaps the most common crisis in boating is an engine that won't start. On a sailboat the engine is an auxiliary means of propulsion; sails are the primary means of propulsion. However, if we think about it, we usually have the engine on when there's no wind, we're in a tight channel, there's too much wind (as in a severe thunderstorm), or maybe we have some problem with the sails which precludes their being used. If the situation is no wind and we're in the middle of the Bay, we don't really have a crisis. If, on the other hand, we're about to enter Knapps Narrows and we lose the engine, we do have a crisis. A lot of shoal water guards the entrances to the Narrows. One of the prime tools in crisis management on a sailboat is the anchor. Don't be reluctant to use it. But the time to use it is before we are in trouble, not after the fact. In our example, anchoring outside the Narrows in plenty of water is obviously much better than being blown or drifting into shallow water or aground.

Because the anchor is so important to crisis management, it should be readily available for use at all times. If it's stowed at the bottom of a sail locker or in some other inaccessible place, it's not going to do us much good when we need it most.

Another fairly common crisis on a sailboat involves having too much sail up for the wind conditions. Usually this situation develops because wind velocity increases after we have set sails and eventually overpowers the boat. In this case, each individual determines when his or her personal crisis point has been reached. If we are suddenly hit by very high winds, the best solution (at least temporarily) is to let the sheets go free. This eases the immediate crisis. Again, an ounce of prevention is worth a pound of cure. If we can shorten sail before the crisis or if we can drop the sails before the storm hits, so much the better.

When all is said and done, the best form of crisis management is crisis prevention. Unfortunately, we can't prevent all crises, but we can prepare for them. And, if nothing else, crisis preparation can at least minimize the trauma involved.

CRUISE TO ST. MICHAELS AN UNUSUAL WAY

by Tom Schuyler

How would you like to visit St. Michaels without all that "Harbour Hassle?" There is a way to avoid the crowd of boats and busy anchorage. Join us the last weekend in September (September 28-29) for a cruise to St. Michaels "The Back Way." Bob Enstam, please bring two stoves and plenty of propane.

I plan on an 11:00 a.m. Skippers' Meeting and will cast off about noon. We will raft up near the head of San Domingo Creek, which is about 21 miles from Herrington Harbour (if you use Knapp's Narrows). We will have the usual gam and social gathering Saturday afternoon and evening. For those who wish to go into St. Michaels for dinner or shopping, it's only a short dinghy ride away.

There will be a "Return to Port" race on Sunday for those who wish to join in. Steve Carson and Tom Bartley promised not to use spinnakers or other boat's skippers.

If interested, call me at (703) 689-6363 (w) or (301) 963-9528 (h). Hope to see you then.

DISCOVER HISTORIC CAMBRIDGE
COLUMBUS DAY WEEKEND

by Tom and Charleen Willess

Majestic Canada geese and beautiful autumn colors will greet HHSA's first organized cruise to historic Cambridge which takes place on Saturday, October 12, 1985.

For Saturday night, the Cambridge Yacht Club has kindly invited HHSA to share their facility for dinner and a fun-filled evening. The fine dinner selection will be made from the menu. The CYC will also have slips available at \$.75 per foot (the price includes use of electricity and showers). Slips are also available at the adjacent munipicle marina.

For those folks unable to continue the cruise through Monday, it is planned that the second night (Sunday) will involve a raft up at Dunn Cove followed by brunch at Knapp's Narrows Monday morning.

Hopefully you will plan to make this exciting trip, and please contact us to indicate your intentions. We can be reached at home by calling (703) 620-0324 or Tom can be reached at work by calling (703) 476-7337.

Take it from Columbus and discover something new -- discover Cambridge! (By the way, Cambridge was discovered 192 years after Columbus discovered America.)

NOTE: More details regarding Cambridge and the cruise will be provided in HHSA's October newsletter.

THE HNSA TRED AVON CRUISE: AUGUST 2-4, 1985

by Larry and Helen Glick

Blue Moon:

In the evening of Friday, August 2nd, ten HNSA boats departed on course for anchorage off the strand at Oxford on the Tred Avon. All boats arrived safely during the night. Two boats, which usually travel with children and which were without such, mysteriously disappeared for several hours, to reappear only when the moon was high. The wind for the night sail was NE by E, shifting more northerly early Saturday morning. About half of the boats went through Knapps, the others, around. The very rare clear sky gave us the spectacle of the full moon (a "blue moon" according to Lana Batts, because there were two full moons in the month of August this year) rising out of the southeast at approximately 2000. With the long horizon allowed by the Bay, the sight of the rising moon provided an experience both eerie and transcendental. The boats sailing Friday night were: Adelante, Belfry, Breezy, Cille III, Circus, Free Bird, Liberte', Seventh Heaven, Trinity, and White Gull.

Breakfast at the Strand:

Starting at the civilized hour of 1030, all skippers and crews were piped on board White Gull for the, now traditional HNSA champagne breakfast. What a breakfast it was! Prepared by the world's greatest seacooks, it included the popping of corks and everything edible, from apple pie to zabaglione. After the feast, a number of crews dinghied to shore for a walking and shopping tour of Oxford. Eventually, in the afternoon, all boats motored in a flat calm further up the Tred Avon to anchor in Peachblossom Creek. This is a typical eastern shore body, short in length but long on beauty with woods, fields and mansions along both shores. In Peachblossom, the Friday nighters were joined by Kelly Ann, Plums Delight, and Spook.

The Do-si-do's Raftup:

Two rafts were formed in Peachblossom Creek. The first to set up included Plums Delight, Spook, Belfry, and White Gull. The second raft, consisting of Free Bird, Circus, and Kelly Ann, set up a few yards upwind of the first. For reasons unknown, (there is speculation that they neglected to set an anchor) in a short time the second raft drifted back toward the first. With great skill and superior seamanship, fully in accordance with Enstam's second law of rafting, the second raft was turned around and made fast to the first raft, bow to stern. This is not your everyday style of rafting, but then, the unusual is commonplace with HNSA. After this maneuver, the breakfast party continued.

Return to Herrington:

Sunday, the water was as flat as the 1985 Baltimore Orioles. A few boats tried sailing on the Choptank and the Bay, with limited results. Two boats, Adelante and Liberte', radioed starting times for the back to port race. Since neither has given a finishing time, they are declared co-winners. This was a trip and a half and it is hoped that the night sail and breakfast will be re-run next year.

ONE WEEK NORTHERN CRUISE

by Jack & Jocelyn Marquez

On Saturday, August 10, eight HNSA boats (Barnacle Bill, Crusader, Finally, Free Bird, Kelly Ann, Songbird, Spook and White Gull) departed Herrington Harbour for a one-week Northern Cruise in the company of the two-week Northern Cruise to Atlantic City.

The Turners (Barnacle Bill) returned from Indiana to make this cruise and brought along with them Jeanne's sister, Helen, a newcomer to sailing and the Bay. (She turned out to be a great crabber!)

With light winds and very little sailing, we arrived at Sillery Bay on the Magothy River. Due to a lot of motion from small powerboats, we were unable to raft up.

Sunday again greeted us with light winds and a peaceful slow sail to Still Pond. Two rafts were well underway when the wind started to pick up. What Lana Batts believed was artillery practice at Aberdeen Proving Ground turned into a fast moving short thunderstorm which broke up the rafts. Three boats (Kelly Ann, Free Bird and Finally) ventured into Still Pond Creek for the night. After touching bottom and with some directions from the Coast Guard Auxiliary, these three boats discovered a beautiful and private anchorage with clear water and no sea nettles. White Gull sponsored the happy hour at Still Pond in the company of the Atlantic City fleet.

On Monday, under good steady winds, we sailed up the Bay through the Elk River and the C & D Canal to Chesapeake City. Belfry, Crusader, Lucky Seven, and Songbird arrived first at the Anchorage Basin and had no success getting in due to extremely low water. We changed destination for the night. After proper farewells, the Atlantic City group continued to Delaware City and our group returned to the Bohemia River. The Bohemia River Marina provided us with free clean showers. We also purchased fuel and ice. That evening we anchored in two rafts at Veazey Cove. We all gathered at Finally for a very happy hour that included John Bourke's 1985 repertoire.

Tuesday morning was a clean your boat kind of day or just a take it easy day. By now we were a day ahead of schedule and with no need to rush. Songbird departed first for the Sassafras and anchored behind Knight's Island where Marty reported having a delightful swim. Spook arrived at Georgetown first and made arrangements for free slips at The Granary. We all went for dinner at Kitty Knight Restaurant, where we had a great meal. Most boats remained at the slips for the night. We gathered at Spook where John Bourke displayed an amazing memory game for us.

On Wednesday we did some browsing and grocery shopping at Georgetown. Due to a lack of wind, we motored to Fairlee Creek. Here we met Lee and Janice Himes (Sea Sparrow), who were on their way up the Bay, but decided to stay with us instead. After cocktails at Sea Sparrow, Nancy McCabe went for a fast swim back to Kelly Ann, even though sea nettles had been seen in the water. That is what the heat does!

ONE WEEK NORTHERN CRUISE (Cont'd.)

Thursday was a hot one! Record breaking temperatures of 101 degrees at Baltimore. Everyone voted to go to a place with a swimming pool. Under a nice breeze we sailed to Rock Hall and tied up at The Sailing Emporium. It took some persuasion to get Larry Glick (White Gull) to leave his very own sandbar, where he had run aground. John and Betty Graham (Nan Sal) joined us for the night. We all went by launch to The Fin, Fur and Feather Restaurant for a great air conditioned meal. After dinner, John Bourke entertained us with his guitar and a new song about a squirrel that went berserk inside a Baptist Church in Pascagoula. Again, Nancy McCabe insisted on showing us she was not scared of sea nettles and went for an involuntary swim.

On Friday, with still no wind and plenty of heat, everyone agreed on a lay day by the pool and a cook out. We went to town for groceries, played bridge and enjoyed a leisurely day by the pool.

On Saturday, all boats returned to Herrington Harbour except Songbird and Barnacle Bill which went to Pocohantas Creek on the South River. We came back relaxed and with lots of memories of great times shared with friends.

CRUISING TIPS

Ever noticed how some cruisers always seem to have all the comforts of home, while others appear to be camping out with rejects from an Army Surplus store? Connie Knapp on Elsewhere easily falls into the first category. For example, when she wants hot water for an early morning shower, she merely boils a small pot of water and adds it to the cold water in the Sun Shower bag. She then removes a cowl cover over the head area, attaches a halyard to the Sun Shower, and drops the hose through the opening. Presto, a hot shower. Connie has also sewn big terry cloth pillow cases for the cockpit cushions. No more sticking to hot cushions!

Trivia Answer: Reef knot. It's used to tie in a reef in a main sail.

Extra copies of membership roster for noncommercial uses are available from Joe Batts at (703) 892-1864 (h).

ATLANTIC CITY CRUISE

by Lana Batts

The following are unedited, unexpurgated excerpts from Belfry's log of the trip to Atlantic City, August 10-24, accompanied by Cille III (David Hultsch and his friends, Len and Marian Hibbert), Lucky Seven (Bill, David, Brian, Matthew, Susan, and Maria Bickford), and Trinity (Ardell, Lucinda, and Anna Hoveskeland).

Saturday, August 10

- 0930 -- Left Herrington Harbour along with eight other boats on the one-week Northern Bay Cruise. The first three nights together will add to both cruises.
- 1130 -- Off #73 at the mouth of the South River see 35-foot Ketch pulling a 27-foot sloop pulling a dinghy. What, no sailboard!
- 1520 -- Anchor off Dobbins Island in Magothy, after a day motoring. Powerboats galore. No rafting tonight.
- 2115 -- Helen and Larry Glick of White Gull and Marie and Rich Ordeman of Spook dinghy over for a drink. We watch in amazement as three speedboats race through the anchorage. One stops as he catches White Gull's anchor rope. Never saw White Gull move so fast or a powerboat stop so suddenly.

Sunday, August 11

- 0300 -- Powerboats still racing through anchorage. This place is added to my "never again" list.
- 1500 -- Approaching Still Pond after a day of motoring and 95 degree plus heat. Powerboats all over the place, including Purely Pleasure, the powerboat with a hot tub shown on this month's cover of Motor Boat and Sailing. For all that power, he hasn't gotten very far since we saw him last Sunday in Knapp's Narrows.
- 1515 -- Hit wreck in Still Pond. And it's even on the charts. Joe goes overboard to check for keel damage. Only a few scrapes.
- 1800 -- Cille III radios it will spend night in Warton Creek to repair inflatable dinghy which appears to have over three dozen little holes.
- 1830 -- Storm approaching. Jack Marquez (Free Bird) thinks he hears thunder. We say it's the Aberdeen Proving Ground. Jack's right since no testing occurs on Sunday!
- 1930 -- Dinghy over to White Gull and Spook. I bring Marie's Black and Gold dip. Surprise. She's prepared it also. (See page 14 for recipe.)

ATLANTIC CITY CRUISE (Cont'd.)

Monday, August 12

- 0430 -- Winds pick up to about 12 knots out of northesast. Lumpy night for those in V-berth.
- 0900 -- Great sail, bright blue sky.
- 1115 -- Take down sails approaching C & D Canal.
- 1215 -- Run aground trying to enter anchorage at Chesapeake City on C & D Canal. Lucky Seven, Crusader, and Song Bird also run aground. We decide to press on to Delaware City. The other group turns around for Bohemia River. Not the way I had planned to say good-bye.
- 1630 -- Arrive at Delaware City on Delaware River side of Canal. The Pits! The only restaurant is closed on Monday. Even the heads and showers are locked at 6:00 p.m.
- 1800 -- Joe makes a deal with Brian and David Bickford to do some repairs for use of our dinghy. Brian does the repairs; David uses the dinghy.

Tuesday, August 13

- 0710 -- Cast off for Cape May. We still don't know if we've figured the tides and currents correctly.
- 1245 -- Trinity heads off "over the flats" to Cape May. Beats us there by 30 minutes. Shallow draft boats do have their advantages. Why are we so chicken about six-foot depths?
- 1635 -- Enter Cape May Canal after a day of motoring. At first couldn't see entrance until Lewes Ferry emerged. No doubt, now.
- 1700 -- Jim Wright of MerriWay meets us at the docks. Nice to see a familiar face. Also, Lucinda Hoveskeland's sister Susan joins the cruise.
- 1730 -- Dockmaster can't figure out my deposit. With all the cancellations, he owes me \$43.15, I think.
- 1815 -- Attempt to eat at famous Lobster House. Two hour wait. Go to the restaurant across the street.

Wednesday, August 14

- 0700 -- On our way to our Great Adventure in the BIG, blue Atlantic. Life vests on. Man-over-board pole ready. Hatch boards in place.
- 0815 -- What, only 1-2 mph winds? Looks like we motor all the way.
- 0930 -- Three miles off coast. Everyone legally pumps head.
- 1310 -- Enter Harrah's marina after finding all the marks in the haze.

ATLANTIC CITY CRUISE (Con't.)

1530 -- David Hultsch says he won't gamble. He's so lucky, he knows he will win. Then how would he explain the headlines in the Fairfax Journal, "Minister wins BIG at Harrah's?"

Thursday, August 15

0900 -- Breakfast in bed on board delivered by Harrah's room service. Nice touch, Joe.

1400 -- Radio says Atlantic City is 96 degrees. Hottest day since 1946.

2000 -- Attend Broadway musical, "Chicago." Joe bribes usher and gets great seats. Great show!

Friday, August 16

0800 -- On our way back to Cape May. MerriWay left at 0630, wants to make Chesapeake City tonight.

1230 -- Black and green flies are eating us alive 3-4 miles offshore.

1500 -- Arrive Cape May after some sailing. Same slips.

1730 -- Out for pizza and beer. Strange liquor laws. Have to buy beer at liquor store, can't have bottles on tables, so they are opened behind counter. Pizza good and beer still cold.

Saturday, August 17

1500 -- OUR PAL, a commercial fishing boat brought in two 400 pound blue marlins. The dockmaster hung them on the scales and we took pictures for the awards banquet. Tried to make it look like I caught them.

1630 -- Cille III making repairs on dinghy once again.

1730 -- Clam bake on dock catered by local Cape May restaurant -- clams, shrimp, chicken, corn-on-cob, fruit. Great fun, great food, best friends.

Sunday, August 18

0530 -- Guide books say to leave Cape May at low tide. But low tide is 0430. No one is interested in leaving at 0430.

1300 -- Enter C & D Canal behind Bickford, who is attempting to sail wing-on-wing. Rode the tide all the way. Great sail -- average speed over bottom about seven knots.

1600 -- Enter Bohemia in steady rain. (Two days ahead of schedule -- bypassing Cohansey and Chesapeake City stopovers.)

1800 -- The guys have a C & C evening (Cognac and cigars) with the cognac Bill bought at Schaffers. Watch bank, barn, and tree swallows skim the surface for bugs.

ATLANTIC CITY CRUISE (Cont'd.)

1900 -- Joe drops top to BBQ overboard. Thirteen feet of water. No retrieval.

Monday, August 19

0830 -- Joe drops handle for BBQ overboard. What next?

1200 -- Down the Elk River with no rain or wind. Only humidity.

1300 -- Hook down at Ordinary Point in Sassafras. Trinity and Lucky Seven join us on a raft. Cille III goes on to Georgetown Yacht Basin to repair once again Teaking inflatable dinghy. Everyone goes swimming.

Tuesday, August 20

1300 -- On our way to Georgetown, only six miles away. Tough day.

1400 -- The swimming pool promised in the guide books and brochures is "under construction." Kids can't even find a hole in the ground.

Wednesday, August 21

0800 -- Doughnuts delivered to all transit boats by Georgetown Yacht Basin. Bickford kids think half a dozen doughnuts to each boat is unfair. We share.

1200 -- Still raining, but radio says sun is shining in Baltimore. Plan to leave at 1400. Hope it clears. The human nose is only designed to have so much rain dripping off the end.

1300 -- Sail loft delivers the few, little things we ordered. Bill comes to \$103. Marie Ordeman is right, "Sailing is a contact sport; it keeps you in constant touch with your wallet."

1400 -- Sky clears right on time. Off to Fairlie Creek and a pool we know is functioning.

1600 -- The guide books are right: the channel is right next to the shore. And it's low, low tide. Poor Belfry runs aground three times and the range markers are lined up perfectly.

1610 -- Raft up with Trinity. Lucky Seven is at the docks and aground.

1800 -- Cille III joins the raft. Appears all the patching on the dinghy finally finished. Dave has to be the HHSA resident expert on inflatable dinghy repair.

Thursday, August 22

0900 -- Change of plans once again. Instead of Rock Hall, it's off to Annapolis. Wind howling out of north at 12-15 knots. We will wait until high tide at 1200. Should be great sail south.

ATLANTIC CITY CRUISE (Cont'd.)

1300 -- No wind, another motor day.

2200 -- Trinity and Belfry anchor out in Annapolis Harbour. Lucky Seven and Cille III dock at Yacht Basin. Bob Enstam is correct -- every imaginable fighting combination on sailboats can be witnessed -- all wrong.

Friday, August 23

0230 -- Navy guys on a tender returning to their ship wake us up singing, "Do wa ditty ditty dumb ditty do."

0800 -- Beautiful day. Everyone else is returning to Herrington. Bill Bickford's new red Porsche has been delivered. Can't understand his desire to get off a boat that sleeps seven to drive a car that only seats two.

1200 -- Joe and I decide to stay out another day and head for Harness Creek on the South River.

1900 -- World famous restaurateur Ernie Keyworth motors by, recognizes the boat and burgee, and stops to chat for a while.

Saturday, August 24

0830 -- Happy 17th anniversary, Honey. No breakfast in bed.

1100 -- Talk to Free Bird. They are going to San Domingo Creek with Circus, Pegaso, and Song Bird. We decline invitation to join them. Out of water, food and clean clothes.

1105 -- What the heck? We decide to surprise them and join in. Besides, we can get water in Knapp's Narrows, Jocelyn always has plenty of food, and what's a few dirty clothes among friends?

2100 -- We are singing our favorite songs of the 1950's and 1960's, including "Do wa ditty ditty dumb ditty do." (Trivia Quiz: Who made that song famous and who knows the rest of the words?)

Sunday, August 25

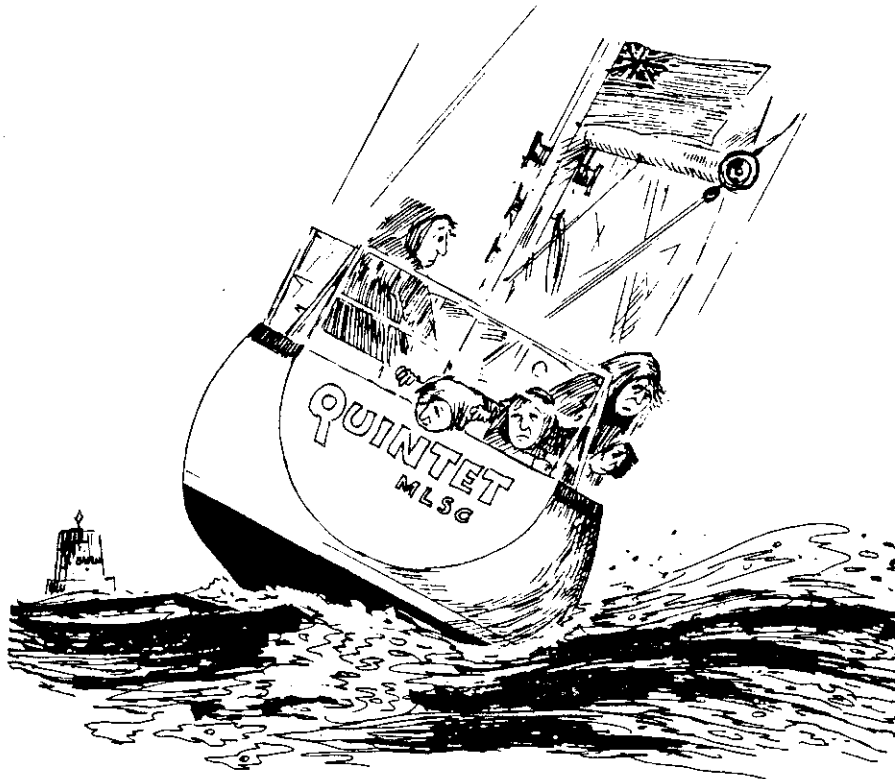
1430 -- Boat is cleaned up. Great cruise. Over 400 miles. This year Atlantic City, next year the Delmarva.

Marie Ordeman's Black and Gold Dip

1 4 $\frac{1}{4}$ oz. can chopped olives (drained)
2 or 3 green onions with tops, chopped
1 or 2 tsp. curry powder
(or to taste)

1 cup grated Cheddar cheese
 $\frac{1}{2}$ tsp. garlic salt
Mayonnaise to bind (approx. $\frac{1}{4}$ cup)

- a) Serve chilled as a spread on crackers;
- b) Thin with sour cream ... serve as a dip; or
- c) Spread on English muffins (halves or quarters)
and bake or broil until cheese melts.



"And if you tell me again it's the one sport we can do as a family ..."

Editor's Note: If you want to know just how appropriate this cartoon is, ask Gene and Lois Norris on Quintet about their Labor Day Weekend.

SOURCE: Mike Peyton, They Call it Sailing, (London: Nautical Books, 1981), p. 14.