

"HARBOUR LIGHT"

The Newsletter of

HERRINGTON HARBOUR SAILING ASSOCIATION
Rose Haven on the Bay
Friendship, MD 20758



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January 1, 1986

CALENDAR AT A GLANCE

January 18	10:00 a.m.	Racing Committee (see page 6)
January 18	1:00 p.m.	Seminar on heavy weather sailing (see page 9)
February 1	1:00 p.m.	Annual Organizational Meeting (see page 2)
February 15		Diesel Engine Seminar (see page 9)

TRIVIA QUESTION OF THE MONTH

The terms "kedge, stockless, bruce, and plow" refer to

_____.

Answer on page 5.

WALKING THE DOCKS

by Jocelyn C. Marquez, Commodore

As your new Commodore, I have decided to name this column "Walking the Docks" for a very important reason. By walking the docks of Herrington Harbour on many a weekend, I have had the pleasure of meeting some of the most wonderful and enjoyable people on this earth -- the members of HHSA.

During the past five years, my family and I have enjoyed sharing the myriad stories that form the folklore of our association. I well remember our first year on "C" dock when as novice sailors, we were made to feel welcome by the more experienced "old salts." HHSA made our introduction to sailing a most pleasant and rewarding experience. Together with the other members of our Executive Committee, I propose to continue this spirit of camaraderie and sharing which makes our association so unique. To this end, I plan to do even more "walking the docks" during this boating season and I encourage all of you to do the same.

Speaking of boating season; the armchair winter phase is about to begin. We have tentatively decided to schedule five or six seminars between January and March on topics such as Racing Strategies, Weather, Maintenance, First Aid, Proper Tuning of Your Rigging and Ecological Problems of the Bay. In the past, these seminars have been of great educational value to our members. They will also give you an excuse to check your boat during the coming months. Mark your calendars and plan to attend as many as you can and you will see that winter quickly gives way to spring.

Let me take this opportunity to wish all of you a happy, healthy and prosperous New Year and express the hope that 1986 may be blessed with fair winds, clear skies, balmy evenings and warm memories.

* * * * *

ORGANIZATIONAL MEETING

Every year HHSAers meet to plan and organize all cruising, racing, and social activities for the entire year. All members are encouraged to attend in order to contribute to the plan. So bring your ideas and help create a great schedule. In addition, the following topics will be discussed and voted on: incorporation of HHSA; membership in CBYRA and CBYCA; the annual awards banquet -- where and when; and the development of a video library. Also, Stuart Chaney will speak to us about forthcoming improvements and will answer any questions.

1985 ANNUAL AWARDS BANQUET

by Jocelyn Marquez

Our association marked the end of its outstanding 1985 sailing season by celebrating its Fifth Annual Awards Banquet on Sunday, December 7th, at the Herrington Harbour Restaurant. A cheerful crowd of 113 members assembled by 5:00 p.m. and sipped cocktails while enjoying a memory-laden slide presentation that made all of us relive the excitement and fun times we shared during the year.

At five bells, after a good round of pleasant socializing, we were called to the dining room where Ernie Keyworth served a scrumptious supper consisting of filet mignon and crab imperial. This lavish repast was washed down with fine wines, compliments of HHSA. Our evening's program was appropriately launched with an eloquent toast by our first commodore, Tom Willess, who set the tone by extending a warm holiday greeting to one and all. The now traditional "roast questions" were neatly tied by a handsome lanyard and placed in front of each guest's plate. After dessert, the answers to the hilarious "roast questions" were read by their authors, to the surprise and amusement of the "roastees".

Cruising Rear Commodore Ardell Hoveskeland, with his inimitable Norwegian sense of humor, presented the cruising awards to those hearty old salts who fearlessly led our fleet on fun-filled treks to distant anchorages. Each award was accompanied by Ardell's clever recollection of a memorable incident. More boats than ever before participated in this year's cruising program, thanks in large measure to Ardell's efforts and leadership.

<u>Cruise Captain</u>	<u>Boat</u>	<u>Cruise</u>
Ardell & Lucinda Hoveskeland	<u>Trinity</u>	Annapolis
Tony & Martha Kowalski	<u>Seventh Heaven</u>	Hudson Creek
Stan & Ginny Fant	<u>Final Fantasea</u>	Hunting Creek
Al Walker	<u>My Mercedes II</u>	Dun Cove
Bill Bickford	<u>Lucky Seven</u>	Chester River
Al & Marie Doyon	<u>Circus</u>	Chester River
Jack & Jocelyn Marquez	<u>Freebird</u>	Cummins Creek
Larry & Helen Glick	<u>White Gull</u>	Oxford & Peachblossom Creek
Ardell & Lucinda Hoveskeland	<u>Trinity</u>	Solomons Island
Rich & Marie Ordeman	<u>Spook</u>	Grace Creek
Tom Schuyler	<u>Infinity</u>	San Domingo Creek
Tom & Charlene Willess	<u>Char-Nan</u>	Cambridge
Lee & Janice Himes	<u>Sea Sparrow</u>	Tilghman Creek
Dick & Patty Doyle	<u>Irish Heir</u>	Church Creek
Hans & Pat Ulander	<u>Aqua Vita</u>	1 week Mid Bay Cruise
Jocelyn Marquez	<u>Freebird</u>	1 week Northern Bay Cruise
Purcilla Belanger	<u>Crusader</u>	1 week Northern Bay Cruise
Joe & Lana Batts	<u>Belfry</u>	2 week Atlantic City Cruise

1985 ANNUAL AWARDS BANQUET (Cont'd.)

Rear Racing Commodore Steve Carson then presented the racing awards (most of which went to him and Bob Mayer!). Steve's outstanding success in running our racing program produced a consistently higher turnout for each of our races. He infused our races with excitement and innovation in both novices and experienced racers. Under Steve's stewardship, our racing program has truly flourished.

<u>SPRING SERIES</u>	<u>1st</u>	<u>2nd</u>	<u>3rd</u>
Spinnaker	<u>Alize'</u>	<u>Shotgun</u>	
Non-Spinnaker	<u>Bull Runner</u>	<u>Freebird</u>	<u>Sweet Harmony</u>

WEDNESDAY NIGHT

Series I:

Spinnaker	<u>Alize'</u>		
Non-Spinnaker	<u>Infinity</u>	<u>Circus</u>	

Series II:

Spinnaker	<u>Alize'</u>	<u>No Name</u>	<u>Shotgun</u>
Non-Spinnaker	<u>R2D5</u>	<u>Liberte'</u>	

FALL SERIES

Spinnaker	<u>Bull Runner</u>	<u>No Name</u>	
Non-Spinnaker	<u>Freebird</u>	<u>Infinity</u>	<u>Spook</u>

BOYER MEMORIAL ROUND POPLAR ISLAND

Spinnaker	<u>Infinity</u>	<u>Shotgun</u>	
Non-Spinnaker	<u>Circus</u>	<u>Spook</u>	<u>Freebird</u>

SHARPS ISLAND

Spinnaker	<u>Alize'</u>	<u>Prime Rate</u>	<u>Shotgun</u>
Non-Spinnaker	<u>Ramshackle</u>		

The evening's main surprise, as always, was the announcement of the Commodore's Award. This award is given to the HHSA member, who in the sole judgment of the outgoing commodore, has made continuous contributions to the association. No one but the commodore knows the name of the recipient. With great pride, outgoing Commodore Al Walker announced that Bill Gingras had been his choice to receive our association's highest honor. The membership greeted the selection with a tremendous ovation. Bill has consistently contributed his time, efforts and talents to the betterment of HHSA. Who can forget his music-enhanced

1985 ANNUAL AWARDS BANQUET (Cont'd.)

video chronicles of our races and cruises; his powerful Hello Dolly towing some fellow boater off an impertinent shoal; his helping hand when some gremlin settled on someone's equipment; his serving as committee boat in fine or miserable weather; his warm hospitality during the "Mid-winter Check Your Boat Parties" at his lovely home on the Overlook. Bill truly deserves this award for his outstanding dedication and contribution to our association. Congratulations!

Outgoing Commodore Al Walker closed the ceremonies by presenting plaques to the outgoing officers in appreciation for their manifold contributions, loyalty and dedication: Jocely Marquez, Vice Commodore; Ardell Hoveskeland, Rear Commodore-Cruising; Steve Carson, Rear Commodore-Racing; Dolly Gingras, Rear Commodore-Social; Pat Ulander, Secretary-Treasurer; and Lana Batts, Newsletter Editor. As incoming Commodore, I introduced the new officers: Joe Batts, Vice Commodore; Larry Glick, Rear Commodore-Cruising; Tom Bartley, Rear Commodore-Racing; Marie Ordeman, Rear Commodore-Social; Dick Doyle, Secretary-Treasurer; and Lana Batts, Newsletter Editor.

It was my pleasure to present Al Walker with his burgee as Past Commodore and to express to him on behalf of all of our membership, our appreciation for his many hours of unselfish dedication and efforts. Al never missed a meeting of the Executive Committee and was always ready to assume responsibility for any undertaking that needed to be done. His fine leadership will be most welcome by our new Executive Committee, where he will serve as Past Commodore.

Ginny Fant gave us a parting laugh when, tongue-in-cheek, she introduced the "Tow-er and Tow-ee" Awards for 1985. She wanted to thank those members who had graciously towed their less fortunate fellow sailors during their moments of distress.

The ceremonies ended promptly at 9:00 p.m. All who attended will agree that this memorable evening produced a warm feeling of shared friendship and anticipation of the fun-filled sailing season to come.

I would like to congratulate those who received awards this year and encourage others to participate actively in our association; to thank the members who came to our awards banquet; and to especially thank from the bottom of my heart Dolly Gingras, Joe and Lana Batts, and Cookie for their invaluable assistance in making this year's banquet a roaring success.

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ANSWER TO TRIVIA QUESTION

Anchors. But, ask the Doyons and the Doyles about their special "dragging" anchor that they use when rafting up.

A BREEZE FROM THE STARTING LINE

by Tom Bartley, Rear Commodore, Racing

Well, it's January and the boats are all tucked in for the winter. Now is the time for all good sailors to plan for next racing season (new equipment, crew, etc.), and I have some ideas for the HHSA racing program.

First, I think the time has come for HHSA to break out of its shell and go racing BIG time in the world of CBYRA (Chesapeake Bay Yacht Racing Association). I have looked into our club joining CBYRA and have some good news and some bad news. First, good news -- after corresponding with Leif Eareckson (honest, this is his real name), who is in charge of CBYRA Club Membership. He was going to recommend HHSA for acceptance as a provisional member at the club's annual meeting on December 7, 1985. Now, the bad news -- because of time limitations, he was unable to do this since we failed to meet one of the requirements. We have to have letters of recommendation from three member clubs. Easy!! We need to get these (by hook or by crook), and next December we could become a CBYRA provisional member club. A new beginning for HHSA racers!

Please see the enclosed handout (propaganda) on CBYRA. You must be a member in order to enter the Governors Cup Race, the Solomon's Race, the Oxford Race, the Hospice Cup, Race Week, etc.

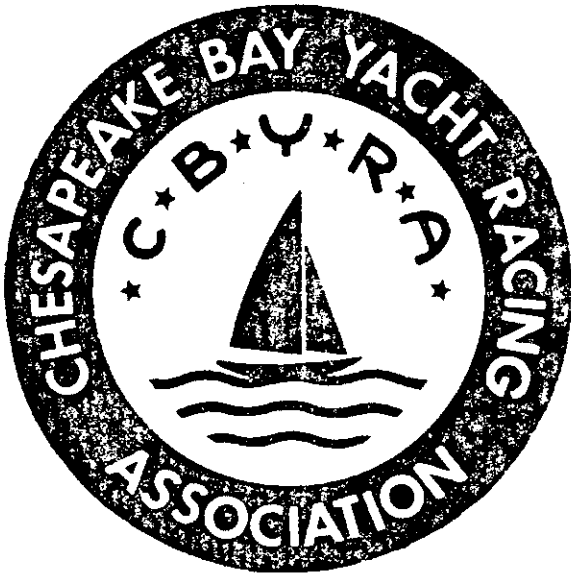
Some other ideas I have include a special novice race, more committee boat training, and designated race courses. But, I need your help. I don't have all the answers, or even know what the members would like to see added to (or changed in) the HHSA racing program.

As a result, I am looking for volunteers to be on the Race Committee. I need input, so please put in your two cents. This is important when we are out of touch for so long. Give me a call during working hours on 301-921-9599 (and mention HHSA so my secretary will not delay you). I plan to have our first and most important meeting after the holidays. Planning and organizing our next racing season early will only benefit the end product.

We had a GREAT year in 1985 and I'm really looking forward to next season. After all, our first race start is less than four months away. Let's get ready!

HELP! HELP! HELP!

Help design our racing program for 1986! The "first and most important" Race Committee meeting will be at 10:00 a.m. on January 18 (before the first seminar). We will meet in the lounge of the Herrington Harbour Restaurant. If you don't show up, I'm gonna rewrite the "barging" rule. You become a Race Committee member by just showing up!



20 REASONS TO JOIN

Join because the CBYRA offers you the fellowship of a Bay-wide racing association, run by sailors for sailors; giving you an opportunity to build and test your racing skills against sailors that are competitive with the best in the U.S. and the World.

20 REASONS TO JOIN

As a member, here is what you get:

- A membership card and decal
- A free yearbook and directory
- News of racing in the newsletter "The Traveler"
- The benefit of coordinated, scheduled, sanctioned class racing
- A chance to win CBYRA Championships and awards
- Entry to USYRU Championships at junior or senior levels
- A selection of major racing events with a choice of classes sailing on some of the best racing waters in the world
- The support of a Bay-wide system of rules, appeals, and race management
- A voice at USYRU, its YRA Council, and its committees
- Help from a network of experts in all phases of racing, class, and club affairs
- Discount membership fee in BOAT/US for savings in boat gear
- CBYRA pins, T-shirts, and patches at member rates
- A chance to share in junior racing and instructor training
- Low member rates for CBYRA publications--
The Race Committee Manual
Instructor's Manual
Sailing Student Workbook
Green Book
(Sail instructions for handicap classes)
Blue Book
(The one design guide to Bay racing)
- CBYRA Race Week
- Low member rates to the Sailing Yacht Symposium, a technical conference held with SNAME and NASS.
- An advanced racing symposium with a nationally-known faculty
- A chance to qualify for selective grants to sailors attending special championships
- A voice in State or local forums where policy affecting yachtsmen is being discussed.
- A means of getting information about racing affairs rapidly by calling the CBYRA office in Annapolis

BLISTERED

by Ann Massey, Sandpiper

We missed the fall sailing season. Our 15-month old Catalina 27, Sandpiper, developed blisters.

On August 24, we sailed her to the Rhode River for a raft-up with Mike and Mary Harbin on the Mary Catherine. The next day they followed us to Backyard Boats at ShadySide, Maryland, where our boat had been commissioned in May 1984. We left the boat to be hauled for routine work.

The next week we learned that blisters had developed on the bottom, and we would be without a boat for two months. To their credit, Backyard Boats would sandblast, caulk, and apply the epoxy-like material they call "barrier coat" without charge because we had opted for a special bottom treatment at commissioning to protect against blistering. This second treatment would also be guaranteed, although we were told that Catalina will make no more such guarantees on new boats. According to Backyard Boats, the treatment -- labor and parts -- amounted to \$895.

We are new boaters, so we are inclined to think in terms of cars. If a year-old car had a paint job that went bad, we would expect the dealer to give us not only top priority, but also a loaner car. We learned that when you buy a boat -- for twice the price -- you are at the mercy of the dealer. No loaner. No priority. Because autumn means the Annapolis Boat Show, we should be understanding. They would do their best.

During this period we decided to hire a marine surveyor, and we advise anyone in this predicament to do the same. Boat US provided a name. For \$177, we learned that (1) our boat was in pretty good shape, (2) there were some blisters that had not been identified by Backyard Boats, and (3) our boat was ready to be finished up and should be ready by the end of October.

We also considered legal action, because Catalina has so many boats in the area, and we felt the company would want to protect its name. Instead, we decided to give Backyard Boats the benefit of every doubt.

We were scheduled to pick up the boat on November 10, but two days before that we got a call. All the repair work had been done, but someone forgot to clean up the boat. Art drove up to look at it that weekend. They were right.

On November 16, Sandpiper was ready, except for one blister they considered "too deep to caulk." (That will give you pause.) It was a far from ideal sailing day, but in mid-November you are afraid to wait for good weather. The boat is back at Herrington Harbour now, oil changed and ready for winter.

BLISTERED (Cont'd.)

What causes blisters? We have not found an answer. We have three theories: Backyard Boats believes the May 1984 treatment was not quite heavy enough, so this time they put on a thicker coat. The second theory is that fiberglass boats should be hauled and dry-stored during the winter in this area. This seems illogical in view of the number of boats that stay in the water at Herrington Harbour. We will have her checked again in the spring, and that may provide an answer. Third, it may be that the Catalina company should have "cured" the fiberglass longer. While we do not pretend to be boat-builders, we do know that the 1984 Catalina 27 was a popular model. We ordered our boat in October; it was commissioned in May. Maybe, as with cars built on Monday, some steps got skipped.

Meanwhile, like all sailors, we are looking for advice. We will watch this space for the experts to speak up. Is there a secret to avoiding blisters?

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DIESEL ENGINE SEMINAR

HNSA has arranged for Marine Engine Sales & Service to conduct an intensive one-day seminar on the care and feeding of your diesel engine. Harvey Smith, MES&S's senior mechanic, will provide attendees with a "hands on" opportunity to perform engine servicing and troubleshooting techniques on two, three and four cylinder Universal diesel engines. Other diesel engines will also be discussed.

The seminar will be held all day at MES&S's headquarters located at 528 2nd Street, Annapolis, Maryland, beginning at 08:30 on Saturday, February 15, 1986. The cost will be only \$10.00 per person and will be limited to the first fifteen persons to apply. This is the same seminar which MES&S advertised last November at \$80.00 per person, but in order to keep the cost low, attendees will have to furnish their own lunch and refreshments.

Interested persons should contact Jack Marquez as soon as possible for more information or for signing up at 835-8030, during working hours and at 569-1616, during evening hours.

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SEMINAR PROGRAM

Each year HNSA sponsors a series of seminars at the marina on a variety of topics. These seminars occur in January, February, and March and will be announced in the newsletter. Our first seminar will cover two subjects: (1) heavy weather sailing by Arny Gaye of Annapolis and (2) weather on the Chesapeake by a representative of the National Weather Service. We are constantly amazed at the willingness of people to come and talk to us about their specialty. In this regard, many thanks go to Bobbie Nemerson for her tireless efforts in identifying speakers and seminar leaders.

HNSA ROAST LIST

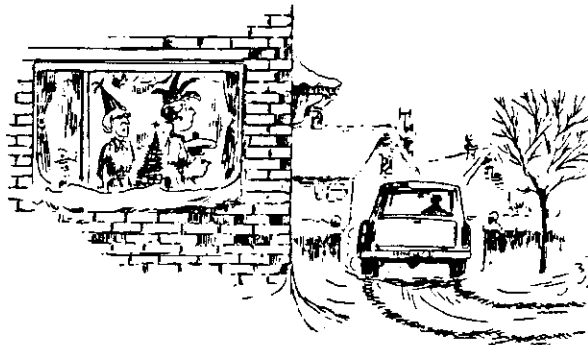
1. What boat's name sounds like a "Star Wars" equation? R2D2
2. What Captain's English has become very British since he purchased a new boat and sails on his merry way? Jim Wright, Merryway
3. Whose boat leaves blue markings on other boats after a raft? Doyon, Circus
4. Whose boat should be named the Unsinkable Pate'? Coopers
5. What new sailors view every mishap as a good learning experience, especially after the Mid-Bay Cruise? Cahills
6. What Catalina 25 sailor has a sign in his car window indicating "I love my Catalina 25" along side a for sale sign for the same? Katz
7. Who took the youngest baby out sailing? Steve and Kathy Garber, Desperado
8. What Catalina 25 sailor got BIG BOAT fever and survived? Andy Tackett on Tack It
9. What tow boat Captain calls his wife "Snake Trail" when she takes the helm? Lee Himes, Sea Sparrow
10. Who carried their inflatable dinghy all around the St. Michael's Museum to avoid it getting stolen? Fants, Final Fant-a-Sea
11. Who blew out their sails with Puerto Rican labor without green cards? Marquez, Freebird
12. Who is under a lucky Swedish star so that his boat did not get struck by lightning while the boats on both sides got hit? Ulanders, Aqua Vitae
13. What racing Captain is always desperate for crew? Bartley
14. What successful racing Captain scrubs the bottom of his boat and puts rubber bands on his folding prop before each race? Carson, Alize'
15. What heavyweight crew got seasick on the last race? Bill Dolan
16. What boat is named after a successful TV show? Cheers
17. Who was always going into the water during the Northern Bay Cruise? Nancy McCabe
18. Who was caught with his pants down as the raft started dragging in Fairlee Creek? Al Belanger, Crusader

HNSA ROAST LIST (Cont'd.)

19. Who took two hours to come up the Tred Avon during the midnight cruise to Oxford without the kids? Davenport, Breezy
20. Who hauls more dog food than fuel? Tom Schuyler, Infinity
21. Who bought the best \$100 sailing dinghy at a flea market? Dick Doyle, Irish Heir
22. What Captain made the best homemade zucchini bread for the Oxford midnight cruise? Gil McClung, Liberte'
23. Who thinks that their new spinnaker can help them catch more fish? Bob and Diane Heaney, Erren
24. Whose former boat is in danger of becoming a planter if it doesn't sell soon? Ordeman's, Windsong
25. Who joined the Cambridge cruise in his "ZX" instead of his Mercedes? Al Walker, My Mercedes II
26. Who had no reverse the whole season? Bourke, Finally
27. Who caught the biggest crab pot and dragged it into the Marina? Larry Glick, White Gull
28. Who hit the sunken ship clearly marked on the chart in Still Pond? Batts, Belfry
29. Who hasn't yet invited the whole club to use his new hot tub? Gingras, Hello Dolly
30. Who tows his family in a dinghy while sailing on a sailboard? Jeff Knapp
31. Who sails with two Lhasa apso Tibetan dogs? Elliot & Marilyn Bardsley, Plum's Delight
32. Who borrowed his father-in-law's cruising boat and then ruined the transmission? Tom Willess
33. Who takes Stewart Chaney racing in hopes of a discounted slip fee? Brooks, No Name
34. Who joined the exclusive A-Dock lightning rod club? Thomas, Gamut
35. Who has a color coordinated homemade dinghy and Bristol? Rudner, Pilgrim
36. Who has the youngest child to fall overboard? Fortes, Trio

HNSA ROAST LIST (Cont'd.)

37. Who likes to park on the jetty during a race? Kremers, Ramshackle
38. Who claims he wore out his spreader boots from too much tacking? Hoveskeland, Trinity
39. Who races with wrestling knee pads? Kathy Malliton, Alize'
40. Who are the three members living in Pennsylvania? Bourkes, Benrey, McWatters
41. What member lives in West Virginia and bought a boat in Florida? Carpenters
42. Who is now known as Preacher Bob? Bob Enstam, Songbird
43. Who split his pants from belt loop to zipper at the bull roast? Tony Kowalski, Seventh Heaven
44. Who got a stiff neck from trimming sails on his C & C 35? Earl Hall, Sweet Harmony
45. Who decided to buy a Porsche rather than upgrade his boat? Bill Bickford, Lucky Seven
46. Who repaired one million holes in his inflatable dinghy during the Atlantic City cruise? Dave Hultsch, Cille III
47. Whose son demasted his father's boat? Jim McGill, Mary Lou
48. What Captain loaned his boat to his crew to be committee boat and they took it for a sail after the race? Bob Mayer, Bull Runner



'What do you expect if you buy him a pair of winches for Christmas; of course he'll go and fit them.'

SOURCE: Mike Peyton, Out of our Depth, (London: Nautical Books, 1985), p. 22.