

"HARBOUR LIGHT"

The Newsletter of

HERRINGTON HARBOUR SAILING ASSOCIATION

Rose Haven on the Bay  
Friendship, MD 20758



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August 1, 1986

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CALENDAR AT A GLANCE

August 2-3	9:00 a.m.	Bon Voyage Cruise to Accompany Northern Cruise cc: Ned Smith
August 2-10	9:00 a.m.	Northern Bay Cruise cc: Gene & Lois Norris
August 6, 13, 20	7:00 p.m.	Wednesday Night Races
August 16-17	9:00 a.m.	Whichever Way the Wind Blows Cruise cc: John & Jane Bourke
August 30- September 1 (3 days)	10:00 a.m.	Labor Day Cruise to Peachblossom Creek & San Domingo Creek cc: Tom Schuyler
September 2		Reservations for Steak Fry due
September 6	10:00 a.m.	Annual Boyer Memorial Round Poplar Island Race
	6:30 p.m.	Steak Fry

## WALKING THE DOCKS

by Jocelyn C. Marquez, Commodore

As we reach the "dog days of Summer" which mark the halfway point of our sailing season, we must take stock of where we are in our goal of making the 1986 sailing season the best one yet for HHSA.

At the Executive Committee meeting held two days after my return, your officers met to conduct just such a review. We are happy to inform you that our membership has now risen to 182 -- a new record for our Association. More and more good people are learning of the variety and fun experienced by HHSA members and are joining and sharing in our activities. We are particularly pleased at the large number of new members who have become very active participants in our cruising and racing programs as well as in our social activities. It is precisely these new members which constantly renew our Association and which together with the "veterans" make it such a fun organization. We welcome our new members and invite them to continue to participate actively in all of our activities.

Our cruising program has been a tremendous success! Most of our interesting cruises have been very well attended; but the best is yet to come. The one-week Northern Bay Cruise will trek to new freshwater destinations (where you can swim to your heart's content without fear of sea nettles). The Destination Unknown Cruise promises to be full of surprises as well as a musical delight (master mariner and mistrel John Bourke will regale us with his merry music). As better cruising weather approaches next month, we can all look forward to enjoying delightful anchorages, appetizing hors d'oeuvres and exciting company by making sure that we don't miss any one of the remaining cruises.

The racing program has also been a success. the Wednesday Night Series has continued to enjoy tremendous newcomers. The competition has been fierce. To accommodate cruisers, the Fall Weekend Series may be compressed to a three-race regatta to be held one October weekend. More information about this will follow in a later newsletter. The Boyer Memorial Race will be held Saturday, September 6 and the West River Sailing Association and other clubs have indicated an interest in participating. It promises to be a very exciting event.

Not to be outdone, the social program, which has so far brought us the outstanding Spring Pizza Party and the fancy Newcomers Beach Party (both of which were attended by over 100 members) is already advertising the Annual Barbecue which will be held on M Dock following the Boyer Memorial Race. This promises to be a bash to end all bashes. Please don't miss this one!

Finally, it was so nice to be able to begin walking the docks in my usual fashion again and to see so many familiar faces and to meet many of our new members. I look forward to sharing with you the many pleasant memories which will arise from the coming second half of our 1986 sailing season.

LABOR DAY CRUISE

On August 30, Tom Schuyler and Bandit, Infinity, will lead a three-day cruise to Peachblossom and San Domingo Creeks. Peachblossom is off the Tred Avon. It was the scene last year of a very successful cruise in which HHSA developed a new rafting technique: bow to stern. San Domingo Creek is off Broad Creek and the Choptank River. It provides great access to St. Michael's without the hassle, traffic, and endless groundings in St. Michael's Harbour.

The cruise captains meeting will be at a more civilized 10:00 a.m. instead of the traditional 9:00 a.m.

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SOMETIMES UNEXPLAINED CRUISES ARE THE BEST

by Lana Batts

On July 4, after the planned circle raft cruise was called off due to lack of interest, Belfry decided to go to Trappe Creek. We posted a few signs around the marina indicating where we were going and inviting others to join us in our ad hoc, unplanned, unscheduled, extemporaneous, unannounced cruise. Twenty boats showed up, including two survivors of the two-week Northern Bay Cruise, Spook and Wind Lass.

While the humidity was not as low as the forecaster predicted, winds were sufficient for most to sail Friday and keep us cool on Saturday. Sunday was a typical July day -- hazy, hot and humid.

Tom Schuyler, Infinity, showed up with his whole family after a midnight cruise Thursday night to Oxford. On board were Tom, Jr., Tom III, and 18-month old Tom IV. Bandit, the wonder dog, was missing.

The only real amusement was watching Breezy anchor, re-anchor, drag anchor, drag anchor with a three-boat raft, and try to anchor once again. Finally, Bryan Davenport gave up and tried an entirely different creek. Belfry knows the frustration having gone through the same experience two weeks earlier on Goldsborough Creek.

Such impromptu get togethers are sometimes more fun than the planned cruises. Somehow the food always seems better and lasts longer.

THE LO-O-ONG CRUISE NORTH: RECOLLECTIONS AND IMPRESSIONS

by Larry Glick, White Gull

In the morning of Saturday, June 21, six HNSA boats left the Harbour to begin the annual long cruise. Participants were Al & Priscilla Belanger, Crusader; Ken & Janet Carpenter and sons Scott and Jay, Wind Lass; Stan & Ginny Fant, Final Fantasea; Larry & Helen Glick, White Gull; Dave and Cille Hultch, Cille III; and Rich & Marie Ordeman, Spook.

The first day's destination was Tilghman Creek off the Miles River. We were joined by the weekenders led by Jeff Knapp. Two rafts were established with crews joining for the cocktail party.

From Tilghman, the long cruise boats went through Kent Island Narrows into the Chester River to raft up for the night near Cacaway Island in Langford Creek. Here we were joined by Phil & Olga Mannino on Fair Lady, who were with us off and on for the rest of the cruise.

From Langford Creek we motored up the Chester approximately 15 miles to dock at Kibblers Marina in Chestertown. Kibblers is a small marina, subject to swift and tricky tidal currents. Getting the boats docked required participation by all hands (the dock boy was out to lunch) and our joint efforts -- pulling, pushing, and throwing lines -- provided lunch time entertainment for the dinners in the restaurant which is attached to the marina. We laid over in Chestertown for a day of touring and shopping. Chestertown is one of the most attractive towns on the eastern side of the Bay. Many of the buildings date to the eighteenth and early nineteenth centuries and have either been preserved or restored in elegant fashion. Chestertown merits a day's visit, by land or by sea.

The winds were Northwest, the morning we left Chestertown. We were able to sail through the narrowest part of the Chester on a close reach on down to the areas of K. I. narrows. From there it was a motor trip up to our anchorage in Swan Creek. The raft formed with Final Fantasea as anchor. While preparing for happy hour, it was discovered that the raft had swung and the anchor rode was hooked on Crusader's rudder. This problem was solved with HNSA's usual superior seamanship, by setting an anchor from Wind Lass, releasing the rode from Final Fantasea, Ken Carpenter in his dinghy holding onto the rode, pulling it away from Crusader and then returning it to Final Fantasea. Not an expected event but an example of the many circuses we experienced. While all this was going on, White Gull, which had broken off and was circling, ran aground about 30 feet from the raft and had to be pulled off by dinghy power. The water gets thin quickly in Swan Creek.

On to Baltimore, to dock at the Inner Harbour Marina and for another lay day. The Norrises, Gene & Lois, on Quintet joined us for a few days. Baltimore's Inner Harbour and the surrounding area is a trip

THE LO-O-ONG CRUISE NORTH (Cont'd.)

in itself. The Harbour Place malls, the restaurants downtown and in Little Italy, the fantastic Aquarium, the above street walks, the excitement, all put together are a tourist's heaven. On the layover day, people scattered, some shopping, some culturating at the Balmer Art Museum, some at the Aquarium and some just bumming around. The Ordemans and Glicks rode the harbour water taxi to Little Italy and walked from there to the area called Fell's Point. This is one of the earliest settlements in Baltimore Harbour and was the base for much of the shipping trade in the past. Now it is undergoing restoration in the gentrification style, apparently for the benefit of people who work in downtown Baltimore. One curious side bar is that we were approached by a number of panhandlers all of whom asked if we could spare twenty cents. We could not determine why the exact figure was twenty, but perhaps it is an old tradition going back to the days when a down and out sailor could get a plumber and his helper for twenty cents at the local gin mills. An added treat in the Inner Harbour was the presence of tall ships open to the public from Denmark, Malaysia and Bolivia, stopping over on the way to New York for the fourth of July events.

From Baltimore, whence the Fants had to return to base, it was back across the Bay to uneventful overnight in Worton Creek and then on to the Georgetown range of the Sassafras. When we were at Georgetown on one of last year's cruises, the Grannery Restaurant was only the charred ruins left from the fire of a few years ago. It has been rebuilt in a charming woodsy style and some of us enjoyed an excellent dinner there.

Then further North to the Bohemia River. In the morning of this day there was an almost flat calm. After noon, however, the wind picked up from Northwest to at least 18 knots and a hard ride was made from Turkey Point to the Bohemia. Much too rough to raft, although the wind and waves calmed by sundown.

Back South the next day to Fairlee Creek (the swift boats, Spook and Wind Lass, took a detour to Havre de Grace for sightseeing). The water was calm and once again we were able to enjoy a pleasant raft up and party.

Then on to Rock Hall to dock at the Sailing Emporium. It was gratifying that the marina owners remembered HNSA from last year and were pleased to see us return. From Rock Hall, Spook and Wind Lass went on to join the weekend cruise in the Choptank while for various reasons Cille III, Crusader and White Gull returned directly to Herrington Harbour.

A very satisfactory cruise.

THE LO-O-ONG CRUISE NORTH (Cont'd.)

Personal observations of the author of the preceeding.

We are now in our sixth year of cruising with HHSA. We have been on long cruises, weekenders, and day sails with the group. We have been to well-known ports, to unknown ports, in good weather and in foul. It is clear to Helen and me that what makes a good cruise is not the place you go to or the weather, (you can experience these sailing alone) it's the company you keep. There have been a few cruises, not many, in which there was dissension and tension between crews internally and between boats. This makes an uncomfortable situation for everybody. On our long cruise, there was an appreciable attitude of cooperation and concern for the safety of all. Every boat and every crew contributed to the success of this cruise and we look forward to sailing with all of them in the future.

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POPLAR ISLAND/BOYER MEMORIAL RACE AND STEAK FRY

On September 6, 1986, HHSA will host a very special event. The day will begin with the Poplar Island/Boyer Memorial Race. Rather than actually circumnavigating the islands and the shallow channel, a special course will be laid out to accommodate the deeper draft boats. So there is no excuse, Belfry, for not competing.

Every year traditional cruisers participate in this special race, and every year a cruiser surprises the hot shot racers. So, even if you don't know your PHRF, you should join the race.

This year, we will be joined by the West River Sailing Club which is sending 10-12 boats to participate.

The day will be capped off by our annual steak fry. Marie Ordeman, Spook, has arranged for steaks, hamburgers, hot dogs, and all the fixings. (Leave your diets at home.) The price is very reasonable -- \$7.00 for adults and \$4.00 for children -- to ensure a BIG turnout. The Association will furnish a tent, chairs, tables, beer, and sodas. Marie promises there will be two world-renowned chefs cooking up the beef (I bet one's name is Rich).

Even if you don't plan on racing, come to the steak fry. Reservations should be made with Marie by Tuesday, September 2.

MORE BREEZE FROM THE STARTING LINE

by Tom Bartley

The first results are in!! The Spring Series is complete and we've been swept by the French (in honor of the Statue Rededication) -- Rick & Marie Ordeman in their Beneteau 29, Spook, took 1st place in the non-spinnaker division. It was a close fight all the way with Gil McClurg in his dreaded Catalina 27, Liberte'. Gil wound up 2nd while Harold & Remy Van Derryt captured 3rd in their Mirage 27, Ryt. Without further adieu, here are the final results:

SPRING SERIES

Non-Spinnaker

<u>Yacht Name</u>	<u>Race #1</u>	<u>Race #2</u>	<u>Race #3</u>	<u>Race #4</u>	<u>Race #5*</u>	<u>Points**</u>
<u>Spook</u>	1	2	1	1		2.25
<u>Liberte'</u>	2	3	2	2		6
<u>Ryt</u>	3	4	4	-		11
<u>Wild Fire</u>	-	-	3	3		-
<u>Ramshackle</u>	-	1	-	-		-
<u>Breezy</u>	DNS	-	-	-		-

\* -- Race cancelled for lack of wind

\*\* -- Points for best 3 out of 4 finishes (1 throw out)

At last!! The results of the Sharp's Island Race are in!! We had an interesting protest concerning the use of a cruising spinnaker in the HNSA spinnaker division. The cruising spinnaker is not a legal spinnaker in CBYRA racing (or under any other rule that I know of for that matter). The protest centered around use of a spinnaker without a boom (spinnaker pole), which is in direct violation of USYRU rule 64.1. At issue was the advantage that a cruising spinnaker had in a gybing or tacking duel (which occurred in this race after some 18 miles of racing). The cruising spinnaker can be switched from side-to-side on a boat very much like a jib. On the other hand, gybing a regular spinnaker is one of the trickiest maneuvers in racing. It even sounds hard! It requires teamwork and practice and also takes longer to accomplish and re-trim. The Race Committee decided to continue to allow cruising spinnakers in the spinnaker fleet but decided that they must be flown in conjunction with USYRU rules for utilizing a spinnaker. Here then are the final results:

Non-Spinnaker

Yacht Name

- 1 -- Circus
- 2 -- Spook
- DNF -- Belfry

Spinnaker

Yacht Name

- 1 -- (Tie) Infinity & Full Circle
- 2 -- Shotgun
- 3 -- Arcadia
- 4 -- Prime Rate

MORE BREEZE FROM THE STARTING LINE (Cont'd.)

MORE RESULTS!! Jim & Eileen Cahill take 1st in the special Novice Race. Congrats to these sailors on the borrowed Catalina 27, Infinity. Darn, that boat is fast!

It now looks like there will be a half dozen or so HNSA boats in this year's Governor's Cup on August 15, 1986. The list of entrants includes Full Circle, Prime Rate, Mary Lou, Shotgun, and (hopefully) Free Bird. I hope that Jack Marquez has recovered sufficiently to make this trip as we need someone to show us how to raft up after the race. Lots of luck to all these brave (translated: wild and crazy) sailors.

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THE BEST ON THE CHESAPEAKE BAY

by Tom Bartley

This article is for all of my HNSA friends that believe that the only thing I do is race. Well, I want you to know that I went on a week-long cruise (that's right -- CRUISE) to the Northern Bay. I even had an anchor on board and put water in my tanks (1st time in two years). On that trip, I compiled a list of my personal "BESTS" of these Northern spots:

BEST RESTROOMS -- Great Oak Landing, Farlee Creek (these suckers are even air-conditioned)

BEST RESTAURANT VIEW -- Granary, Georgetown on the Sassafras (darn, left my camera on the boat)

WORST CREEK TO TRY AND ANCHOR IN -- Worton Creek (10,000,000,000 moored boats!)

BEST PLACE TO ANCHOR ON THE MAGOTHY -- Broad Creek (worth the extra 15 minutes over Dobbins Island)

BEST RIVER FOR SECLUDED ANCHORING -- Chester River (try Reed Creek)

BEST SOFT-SHELL CRABS -- Fin, Fur and Feather in Rock Hall (the Fisherman's Chowder is terrific also -- you need a knife and fork in order to eat it)

BEST HARD-SHELL CRABS -- The Crab Claw in St. Michael's (try the pitcher of strawberry daiquiris)

BEST ALL-AROUND MARINA ON THE BAY -- Herrington Harbour!

Next month I'll list my favorite racing events/parties. I know you can hardly wait!



THE IRIS

by Dick Doyle

Conversation and banter among good sailors and racers are rich sources of information and advice. These exchanges, when time allows, inevitably lead to "how I got started" stories. Each is different but the common thread woven through is a boat.

As badly as I need to attend to the information and advice side of these discussions, it is the "how I got started" segments that I find most interesting. This is a brief recount of an unlikely coincidence that was uncovered in one of these conversations.

I didn't know much about Tom Schuyler until a windchilled, dank, icy, morning last November. While I didn't know much about him, I did know something about his hydroplaning Catalina 27 Infinity! For several racing seasons I shared with others the recurring frustration of watching the name Infinity grow smaller and smaller on the horizon and sometimes disappearing completely. While observing this view, Al Doyon and I spent our time struggling to find new excuses, pulling strings and lines that appeared to only increase Infinity's speed, accusing Tom of breaking rules not yet written and finally lapsing desperately and reluctantly to praise his skill. The last, only after we had determined that he was not our competition. This digression is to point out Tom's qualifications as a source of information and advice.

Anyway, Tom and I bumped into each other while checking our lines and boats and began a typical dialogue about the length of the Winter. I quickly voted "yes" when he suggested we abandon the frigid dock and hunt for some oyster stew and beer in nearby Deal. We had hunger, thirst, and frozen bodies in common. We closed up our boats and left.

Two hours later that was dramatically augmented. The oysters were fat, the beer cold, and the tavern warm. As conversation is likely to do in the presence of the above, it moved to our personal lives. When we began discussing our youth and family backgrounds, Tom mentioned being reared on Lake Erie and sailing there. I reflected that my motivation to get into sailing had come from Lake Erie and specifically, Erie, Pennsylvania. The conversation intensified when Tom explained that he was born, raised and learned to sail in Erie. We ordered another beer on that bit of information and continued a conversation that had become an animated investigation.

I launched into a lecture on my association with Erie explaining that while I did not live there, I had spent many Summers with relatives on the Lake. I explained my admiration for a second cousin who had raised his seven children around the water and boats teaching each the skills unique to sailing and ensuring that they inherited his enthusiasm and love for the water. Each of these kids in turn exhibited a confidence that came from this experience as they scrambled around the deck carrying out duties that mystified me. It seemed special, and it was. While sailing as a guest on their wooden sloop, I could see the bond between the father and his children widen and strengthen with their

THE IRIS (Cont'd.)

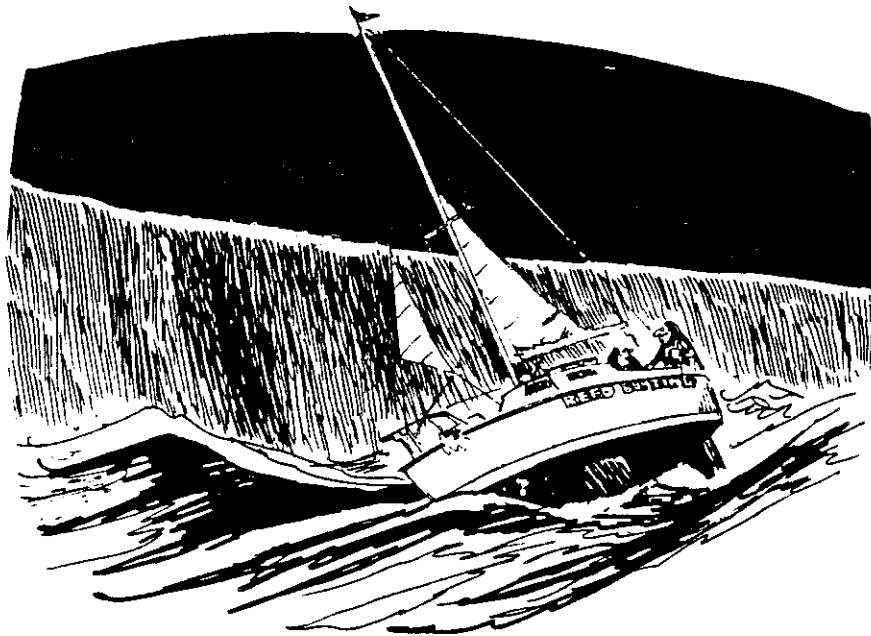
common experience. I fell in love with the old boat and the experience and decided I would try to repeat it with my family.

Tom mentioned that he knew a number of Doyles in Erie and our conversation accelerated, fueled by people and places in common. As it turned out, Tom knew my cousin well and then as if reading from a script he asked, "what was the name of the boat?" When I replied, "the Iris," he paused and said, "my father had that boat built, it was our family's, I grew up with it and learned to sail on it!" We individually gathered the implications during the following moments of stunned silence.

Two men sitting in a bar in Deal, Maryland, found they had in common a fifty year old, one of a kind boat, laying in a slip over four hundred miles and a lot of years away.

We spent the remainder of our time recounting Tom's youth on Lake Erie and the Iris. Tom left, I ordered a last one, sat in incredulous silence and realized what made Infinity fly; it was, of course, the Iris.

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*'Some day, skip, we'll look back on this and laugh —  
won't we?'*

POTPOURRI

Martin & Terry Katz (TerreMar) have moved their new Hunter 34 to K-51.

Why is this man smiling? So far this Summer, Tom Bartley (Shotgun) has had a battery blown up in his face (never try to attach a bilge pump while the engine is on), his bow pulpit lost a battle with a piling, and he suffered a knockdown during his cruise North.

How was your July 4th? Dick & Patty Doyle (Irish Heir) and Marie & Al Doyon (Circus) decided to sail to Washington and watch the fireworks from their boats. The trip had a few anxious minutes during a storm at the mouth of the Potomac. During the fireworks, they were anchored next to William Buckley's yacht. Who says sailing isn't the great equalizer?

Ardell Hoveskeland (Trinity) finished the Annapolis to Bermuda race with "Pride and Dignity," i.e., his boat finished dead last.

Joe Batts, (Belfry) says he no longer uses the forecast to predict the weather; rather, he uses the weather to confirm the forecast. He also observes that when the forecast says 10 knots or less out of the Southwest, it's always less.

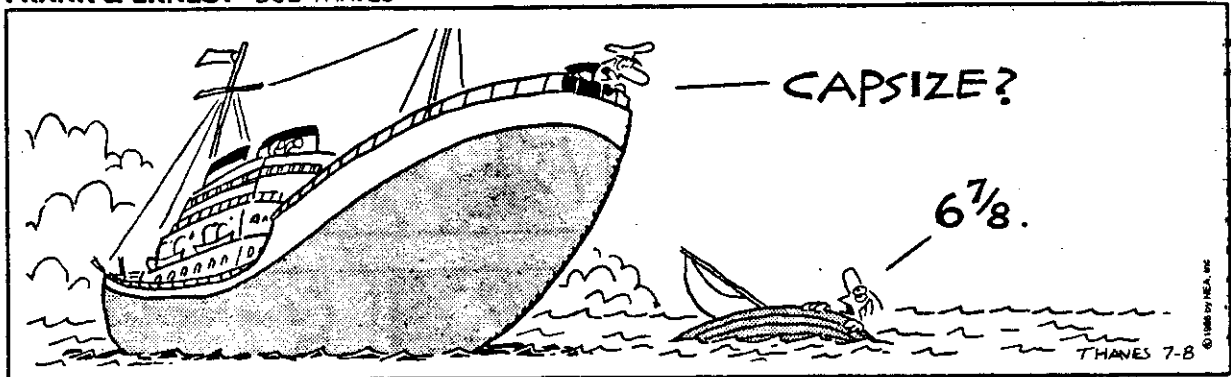
WHAT A DEAL! Due to an ordering error, four HNSA t-shirts are available at a low, low cost of \$14.00 each. The shirts are gold with white logo. Call Joe Batts (703) 892-1864.

Enclosed is a brochure about BOAT US. Each year HNSA enters into an agreement with BOAT US to the effect that we distribute information and BOAT US discounts by 50% the membership fee to our members.

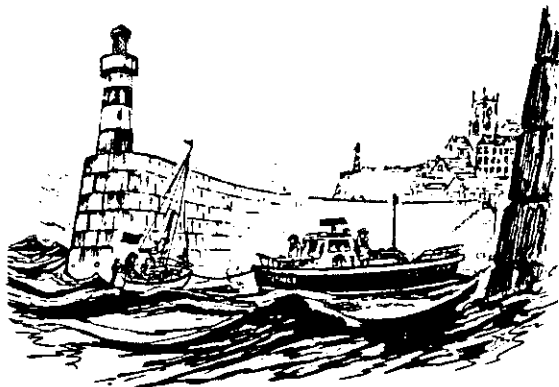
Because the West River Sailing Club will be joining HNSA's annual Poplar Island/Boyer Memorial Race and steak fry, additional slips will be needed. If you are planning on cruising that weekend, please let the marina know so your slip can be used.

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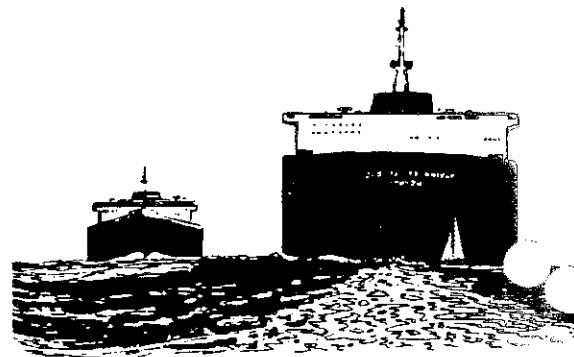
FRANK & ERNEST BOB THAVES



# Out of our depth

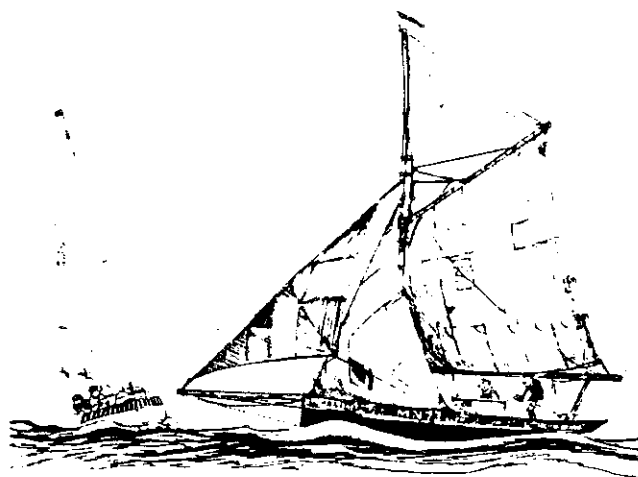


*'Well, we made it.'*



*'But it's stored under cover now, that's why our rates have gone up.'*

*'Always play safe and go astern of them.'*



*'Reckon he's not as fast as he thought he was Fred — cut the engine.'*

by Mike Peyton, 1985 -- Nautical Books (London)

FALL CELEBRATION BASH

Toast the Heroes of the Poplar Island Race

Say Goodbye to the August Doldrum

Welcome the Start of School

(Other Excuses Also Welcome)

JOIN HHSA IN A STEAK FRY

Saturday, September 6, 1986

6:30 p.m.

M Dock Lawn

Steaks, Baked Beans, Cold Slaw, Potato Salad

HHSA will provide beer, soft drinks, tent, tables, and chairs

\$7.00 -- Adults

\$4.00 -- Children (hamburgers and hot dogs)

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Send Check Payable to HHSA to:

Marie Ordeman  
2126 Docket Lane  
Vienna, VA 22180

Number of Adults	_____	X	\$7.00 = \$	_____
Number of Children	_____	X	\$4.00 = \$	_____
			TOTAL = \$	_____

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

PHONE \_\_\_\_\_

Willing to help cook steaks \_\_\_\_\_

PLEASE RETURN BY TUESDAY, SEPTEMBER 2, 1986