

"HARBOUR LIGHT"

The Newsletter of

HERRINGTON HARBOUR SAILING ASSOCIATION

Rose Haven on the Bay
Friendship, MD 20758



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September 1, 1986

CALENDAR AT A GLANCE

September 6	10:00 a.m.	Captains' meeting
		Annual Boyer Memorial Poplar Island Race
	6:30 p.m.	Steak Fry Contact Marie Ordeman (703) 569-4176
September 19	7:00 p.m.	Captains' Meeting
September 19-21	8:00 p.m.	Full Moon Cruise to Oxford cc: Rich & Marie Ordeman (see page 2)
October 4-5		Fall Regatta (see page 7)
October 11	10:00 a.m.	Captains' Meeting
October 11-12		San Domingo Cruise cc: Ken & Janet Carpenter



FULL MOON CRUISE
September 19-21

by Rich & Marie Ordeman

With steady winds, cool temperatures, and proper equipment, night sailing can be a most enjoyable experience. Join us! Captains' meeting 7:00 p.m. Departure from the Harbour at 8:00 p.m.

Plan to arrive at Oxford for an early morning anchorage to be followed by a gin fizz breakfast. The fizz will be provided -- you bring the breakfast. On Saturday, we will move up the Tred Avon with return to port on Sunday. Contact Rich & Marie (703) 938-1581.

RECOMMENDED SAFETY EQUIPMENT FOR NIGHT SAILING

Proper running lights (red, green, white, and steaming); flashlights for sail illumination; throwable PHD with light attached; heaving line; radar reflector; and safety harness. Also recommended is that you familiarize yourself with navigation lighting of tugs, freighters, power and sailboats.

POTPOURRI

More news from this year's Annapolis to Bermuda Race: Allegro, crewed by Larry, Marie & Jennifer Novotney, plus their friends Mac & Linda McBroom (formerly of Herrington Harbour), finished fourth in Division and 32nd out of 48 boats overall. Jennifer was the youngest crew member in the race. Allegro encountered all kinds of weather, from over 40 knot winds to being becalmed for 18 hours. One of the memorable sights of the race was passing one of the tall ships under full sail as she headed towards New York on a sparkling day in an otherwise empty ocean.

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July 26, 1986

Dear Lana:

Here's a few words I promised you. We miss everyone but we're having a great time so far. Would love to hear from anyone planning a Virgin Island visit next Winter.

Fond Regards,

Terry L. Baxter

EDITOR'S NOTE: Terry Baxter's article appears on page 10.

THE GREAT POTOMAC EXPEDITION
or
ARE WE HOME YET?

by Jonathan B. Doyon*

DAY 1 The trip to Solomon's was relatively uneventful except for the occasional water balloon fights between Circus and Irish Heir.

DAY 2 The Doyle girls, Glennon and Mandy, abandoned Irish Heir to travel with the swifter yacht, Circus. The two boats sailed, motored, and water battled their way to and around Point Lookout. The western sky began to blacken.

Al: "Looks like a storm up ahead. Should we turn into Smith Creek?"

Dick: "I don't know, what do you think?"

Al: "Let's keep going to St. Mary's. The worst that can happen is we'll get wet."

Girls: "Yippee!! Let's go get our bathing suits on!"

SUDDENLY

The wind quickly rose to a roar, then to a scream. Ahhhhhhhh! The panic struck, the voices rose, "GET THAT AWNING DOWN!!" With engine straining, Circus crashed headon into the mountainous waves. Meanwhile, Irish Heir, having awning troubles herself, turned and ran with the storm toward the mouth of the Potomac. Circus, its bow caught by a wave, was knocked down and struggled to head down wind. "Oh look, the dinghy is gone." In the midst of the hour-long plus storm, when visibility was at its lowest, a Boston Whaler appeared riding the crest of a wave. "Need any help?" shouted its lone occupant. The next wave washed the whaler from sight.

Finally the storm ended, Circus found its dinghy, and the two boats were together after the long journey through the storm. They then continued to St. Mary's city.

DAY 3 St. Mary's has FREE slips, and pool!! We stayed at St. Mary's for half the day then we took a short hop to Tall Timbers "Vacation" Club... What a hell hole. All the books said that it was great. BUT NO it was shallow, dumpy, and most of all, NO POOL! The parents liked the bar, and we all loved the air conditioning.

* EDITOR'S NOTE: Not just adults keep logs. On their two-week cruise to Washington, DC, for the July 4th weekend and fireworks, Jonathan Doyon kept the following log. I wonder how much it differs from Al Doyon's, his dad.

THE GREAT POTOMAC EXPEDITION (Cont'd.)

DAY 4 We went and saw the cross at St. Clements Island. Well, the adults did, while us kids found a water pump and had water fights till they got back. After St. Clements we went to nowhere land, otherwise known as Cobb Island. There was one GREAT thing about Cobb Island -- CRABS. They had the best crabs and the soft shells are just as bigger or bigger than the regular!!!

DAY 5 What a boring day, all we did was motor in the rain. After a long haul, we were all pooped and we went right to bed.

DAY 6 In the morning we were all watching a man walking around on this open field that had big signs that said "Mattawoman Creek Navy Testing Grounds." Dad realized that the man was yelling at us, "One hour till explosives," the man said. We knew we were not wanted here so we quickly left. We visited Mt. Vernon on our way to Alexandria. We almost were demasted by the Woodrow Wilson Bridge. Close call.

DAY 7 We walked around Alexandria all day and generally just had fun.

DAY 8 Happy 4th!! We motored to the Washington Channel and found a good spot for watching the fireworks. We were met by my older brother, Chris, my friend, B. J. Martin, and my Dad's friend, Al Harris. B. J. and I went out on Mr. Harris' motor boat. That was fun! We picked up Mr. Harris' family and went back to our boat to watch the fireworks which were GREAT!!!

DAY 9 Circus opened the Woodrow Wilson Bridge. It was great. After the morning excitement, we had a boring motor to Occoquan Bay. Then we water skied! After skiing, we said goodbye to Chris and the Harris family.

DAY 10 Long HOT motor to Colonial Beach was interrupted by a brief swim and watermelon feast at a wooden ship graveyard. At Colonial Beach the crew of Circus walked four miles to eat at a low down pizza place. We paid a "red neck" \$5 for a ride back to the boat.

DAY 11 We sailed/motored to Ragged Point where on the 7th of July the pool wasn't open "YET!" So, we set out to find a place with a pool. We found White Point Marina and we swam till 1:00 in the morning. Such relief!

DAY 12 The Doyle girls sailed with Circus. On our way to Zahnizer's Marina in Solomons to get Circus' radio fixed, Irish Heir's prop shaft broke. We towed them in and their boat got hauled. Then, we kids went swimming, again.

DAY 13 The Doyles went home by car after lunch. We stayed and swam.

DAY 14 We went home in some BIG waves and we were all glad to be home.

CHRONICLE OF THE SOUTHERN BAY CRUISE

by Pete Scott

Seven boats, ranging in size from 25 to 34 feet, set out from Herrington Harbor on July 18, bound for a nine-day exploration of remote Southern waters. Participating boats and crews included Barnacle Bill with Bill and Jeanne Turner; Bobby McGee with Ron, Ceil, and Sean Dailey; Bonnie Lee with Pete, Bonnie, and "Sailor" Scott; Finally, singled-handed by John Bourke; Hello Dolly, single-handed by Bill Gingras; Singletree with Jerry, Linda, and "J. J." Boling; and TerreMar with Martin and Terry Katz. Four of these crews were veterans from the very first 15-day HNSA "Round-the-Bay Cruise."

The following censored, cleaned-up and exaggerated material was excerpted from Bonnie Lee's log. Names were considered for change to protect the innocent. However, since there were no unblemished sailors on this cruise, true identities are revealed.

Saturday, July 19: Skippers' Meeting, 9:00 a.m. Co-captains Ron Dailey and Pete Scott announced carefully planned and plotted itinerary. Whispers, hostile mumbling and mutiny! Captains had control of the situation -- made minor adjustment and headed for Solomons as strongly suggested by other participants. Cloudy and windless until 1400. Sunny, windless and hot, hot after 1400. Six boats tied up at Spring Cove Marina on Bock Creek. Barnacle Bill had to meet friends in Hudson Creek and would rejoin group on Sunday. Very nice marina adjacent to Calvert Museum. Pool, picnic area, store, etc.

Sunday, July 20: Lay day. Group walked/bicycled to town, visited museum, swam, slept and happy houred. 1930 thunderstorm -- 30-40 knot winds and driving rain.

Monday, July 21: Group left Solomons 0830 bound for St. George's Creek off Maryland shore of Potomac. Engine about three hours. Beautiful 15 knot winds. NNW lasted four hours. Great sail. Dropped hook in Price Cove for raft. Thirty-nine miles logged. Barnacle Bill came in after crabbing and with much skill discovered a two-foot shoal. Unfortunately, depth was less than draft -- generally a bad sign. John Bourke waded over and pushed, Hello Dolly played tug boat, Ron Dailey directed, Jerry Boling threw his weight around (literally), and Barnacle Bill was free to join raft, and participate in delicious hors d'oeuvres and liquid refreshments.

Tuesday, July 22: Motored four miles to Cartegena Creek off St. Mary's River. Group tied up at Dennis Point Marina. Facilities fair. Pool, small restaurant, picnic area. Marina owners hobby -- raising timber wolves (walk dogs with care). Bobby McGee and Hello Dolly became cruise liners. Shuffled group to St. Mary's City, first capital of Maryland, to see Maryland Dove, first statehouse reconstruction, and St. Mary's College. Ron and Ceil's 25th wedding anniversary. Celebrate with cookout, booze and music (courtesy of our own troubadour, John Bourke).

CHRONICLE OF THE SOUTHERN BAY CRUISE (Cont'd.)

Wednesday, July 23: Left Cartegena Creek bound for Yeocomico River across ten miles of Potomac on Virginia shore. Another great sail day. Broad reach across Potomac at six to seven knots, winds SSE at about 10 to 15 knots. Tied up at Kinsale Marina at Kinsale, VA. Very nice small marina. Pool, restaurant, nicest heads and showers on Bay. Kinsale interesting little town. Home of Southern states loading facility for grain barges and ships. Group cookout and viewing of progress of Bill (cameraman par excellence) Gingras' video tape of cruise.

Thursday, July 24: Left Kinsale for Smith Creek on Maryland shore. Fifteen knot winds and two to three foot seas right on nose all the way across Potomac. Motored all the way. Group tied up at Point Lookout Marina. Hello Dolly left group to return to Herrington Harbour with plans to rejoin fleet at Dun Cove on Saturday night. Nice working marina across creek from very exclusive Corinthian Yacht Club.

Friday, July 25: Early start to round Point Lookout prior to winds and storms picking up. One threatening squall to South across river. Managed to outrun it. Winds picked up to 15 to 20 knots from due South. Downhill run all the way to Solomons. Much rocking and rolling. Back at Spring Cove Marina at 1400.

Saturday, July 26: Early start for group. Bound for Dun Cove off of Harris Creek. Singletree and TerreMar returned to Herrington Harbour. Rest of group rafted in Dun Cove by 1600. Hello Dolly joined raft for happy hour after sail with Dolly and other friends from Herrington Harbour.

Sunday, July 27: Five remaining boats left Dun Cove for Herrington Harbour via Knapps Narrows. Hot, humid, hazy, and winds "slick calm." Five boat formation motored all the way. Thrilling (?) race with tug and tow.

If any of the above smacks of untruth, contact Bill Gingras for his unexpurgated version captured in living color on video tape. On behalf of all the participants of this cruise, I want to extend our thanks to Bill for taping our experiences.

Total distance logged was 199.4 miles; total engine time, 28 hours; longest day's run, 37.8 miles; and total enjoyment, unlimited. Much of the success of this cruise was probably due to the offerings made to Poseidon by the Bolings -- two hats and one pair of sunglasses. In some areas this may be considered pollution but those of us in HHSA know better and appreciate their sacrifices.

MORE BREEZE FROM THE STARTING LINE

by Tom Bartley

1st WEDNESDAY NIGHT SERIES RACE RESULTS

The turnout for the Wednesday night races has been great -- 12 to 15 boats for almost every start. This series was sailed in just about every kind of condition -- from very light air to very heavy air and even had some pretty spectacular fireworks (lightning).

The spinnaker class has increased in participation and competition -- only two points separating 1st place from 3rd. Top spot went to Peter Summers on Prime Rate, followed by Infinity and Mary Lou. Tom Schulyer (Infinity) may have won the series if he could get better starting -- one time he was 13 minutes late, another 30 minutes. Without his devoted crew, Bandit, he just isn't the same sailor. (I guess he should go to the dogs again.) Mike McGill on Mary Lou has improved much and is a real threat out there. Peter, when he launches his spinnaker with the clews at the bottom, can really go.

Top dog in a non-spinnaker division went to Gil McClurg on Liberte' in a close fight with Rick Ordeman on Spook. This was merely a reversal of the top two spots from the Spring series. Spook has moved up to spinnaker class for the 2nd Wednesday series so this rivalry is "on-hold" for now. Al Doyon on Circus sailed consistently to take 3rd place.

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FALL SERIES CANCELLED

REGATTA SCHEDULED

There will be NO Fall Series this year. Instead, we will have a Fall Regatta on October 4 and 5. We will have two shorter races on Saturday and a longer, weighted, race on Sunday. We did this to accommodate all the families in HHSA who may not want Dad to tie up the FAMILY boat for six weekends in the prime sailing time of the year. Please take note and plan accordingly. We want to see all of you out there fighting for glory.....

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

Comin' up....

CHALLENGE OF THE MIDDLE BAY

West River Sailing Club (and others) vs. HNSA
in the
Poplar Island Race

Saturday, September 6, 1986
Skippers' Meeting -- 8:30 a.m.
1st Boat "OFF" at 10:00 a.m.
Distance -- Approximately 20 miles

This is the BIG ONE. This is for bragging rights of the Middle Bay. We need everyone to show up and defend HNSA from this invasion from the North. We will run a "staggered start" where everyone gets their handicap at the beginning. Theoretically, everyone should finish at the same time.

Former Commodore Tom Willess is Committee Boat for this one aboard Char-nan II. The start will be between the Committee Boat and Herring Bay #1. Tom and I used to have grudge races when he was racing Tom Kat'n, his former C & C 24. He sold this boat solely because he couldn't beat me any longer (he will deny this). However, two years ago in the Poplar Island Race of 1984, he picked up an incredibly lucky wind shift and managed to beat me to the finish. At the time, we had a side bet of a case of Michelob Light for the winner. Just to show what a good sport I am, I'm going to pay up on this bet. Just to rub it in, Tom Willess has invited all the non-races to raft up with the Committee Boat and join him in one of MY beers! The nerve of that guy -- here we are running a serious, no-holds-barred race and he is partying on the Committee Boat (in charge of the event). While I'm out there fighting for HNSA's honor, he will be demonstrating HNSA's comradery. I'm counting on some of you to prevent him from savoring ALL of my beer himself. Get out there and keep an eye on him...

After the race, we will have our BIG "Steak Fry" on the Western shore of the Marina. WHAT A DEAL!!! \$7.00 for a steak dinner (\$4.00 for hot dogs/hamburgers for the kids)! FREE BEER!!! FREE SOFT DRINKS!!! (I'll be there for the BEER.) There will be plenty of time to recant the events of the day-on-the-water (translated as "telling sailing lies"). Who knows -- we might even have a sing-along or two.

Apres-food and drink, we will have the awards presentation for this Poplar Island Race. The trophies have been bought, it's up to somebody to take them away from me. There will be 1st, 2nd, and 3rd for both Spinnaker and Non-spinnaker classes.

So come on out!! Come to race. Come to help the Committee Boat. Come for the Great Dinner. Come for the friendship. But most of all, come for the FUN of it!!!!!!

PLAINDEALING CREEK

by Jim Wright

Eleven boats braved the heat of late July for a pleasant weekend in Plaindealing Creek, over 26-27 July. No mishaps winding our several ways into this simple-to-enter and quiet, pretty creek for several rafts and some single anchorings. All congregating eventually aboard Merrieway for cocktails with spillage over to neighboring Final Fantasea and Wind Lass. The usual HHS "Starvation Diet" prevailed -- enough food for three armies! Entertainment was provided by Jeff Forte sailing by on his wind surfer and Ginny Fant trying to catch one of his infrequent spills on film. A fair breeze piped up (doesn't it always) while almost all were on one raft and the smaller raft started dragging. Remarkable how fast a couple of captains can "paddle" an inflatable in response to Bob Enstam's six rapid blasts on the horn! All ended well though and a quiet night followed. No wind Sunday, so most folks probably had to motor home. Good cruise, though, joined, alphabetically by: Erren, the Heaney's; Final Fantasea, the Fants; Merrieway, the Wrights; Sea Sparrow, the Himes; Silja, the Justices; Songbird, the Enstams; Spiggie, the Kerrs; Spook, the Ordemans; White Gull, the Glicks; Wind Lass, the Carpenters; and Trio, the Fortes.

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RED HOUSE COVE CRUISE

by Ned Smith

The Red House Cove weekend cruise was planned as a festive send-off to Gene Norris' planned Northern Bay Cruise. Both Gene and myself arrived at 0900 as planned and found no interest whatever in either cruise. Martin and Terry Katz appeared and expressed interest in a trip to Dun Cove, while Tom and Charlene Willess and Amy Sherman proposed going to Oxford. After some discussion, Martin and Terry decided to stay at Herrington Harbour and Tom, Charlene, and Amy on Char-Nan II and myself and Ray Rudolph on Windborne left for Oxford. Gene's plans were undetermined when we left. It turned out to be a nice sail over with a steady 10 to 15 knots on the beam. We had a nice dinner at the Town Creek Restaurant with Tom providing ferry service in his dinghy. The next day, we returned uneventfully with the aid of the iron genoa. It rained a bit, but not enough to be unpleasant. The hot sun wasn't missed.

Again, improvisation paid off. The reach to Oxford was a lot more pleasant than the hot run to the Magothy would have been. Even better, we missed the heavy thunderstorms that passed North of us Saturday night. We got only a brief rain.

BILGEWATER FROM THE BAXTERS

by Terry Baxter

We celebrated the first month of the boat (of our planned year or more) without any mutinies or walking-of-planks. Even the dog seems to have figured out that Hailstone is home. The Nauticat has performed perfectly, and we've only had a single day of rain in the whole month, so everything is cooperating.

We proudly displayed our HNSA burgee in New York Harbor. We're certain there was more of you in the harbor for the fabulous fourth, but (sadly) we didn't see any other burgees. We managed to anchor a mere few hundred yards from Liberty (thanks to our Herrington Harbour friends, the Beatties, on Priority, who arrived early enough to snag a prime spot). It was as if the entire 4th of July show was just for us. Blimp races, Blue Angels, tall ships, short ships, skywriters, chorales, the New York skyline at sunset, and, of course, the light show and fireworks ... all incredible.

Since New York, it's been non-stop paradise: Oyster Bay, Port Jefferson, Old Saybrooke, Mystic, Block Island, Newport, Woods Hole, and for the last day or two, Marblehead and Salem. Priority was with us as far as Block Island, and it was tough for both of us when they had to turn South at last. One of the great pleasures of the trip was to have another family to share our "wows". We are on our way to Kennebunkport, Maine, for a family visit, then back to the wonders of Cape Cod.

The biggest surprise so far: the harbors are completely full of moorings with no room to anchor (almost no slips at all; even fancy yacht clubs have all their boats on moorings). The mooring charge in Block Island was twenty dollars a night ... makes those \$.50-a-foot slips on the Chesapeake look awfully good, and the plentiful anchorages even better. The best equipment on board: the Raynav 550 Loran which has been dead solid perfect so far, and the Autohelm 600, which means I can write this instead of being a slave to the wheel. The Vigil radar has also performed perfectly, but I haven't had a life-or-death fog yet ... probably in Maine.

We will be back in the (glorious) Chesapeake in October and look forward to catching up (and adding to) your sea stories. Thanks to Al Walker for his farewell visit, and hope to hear from some of you at:

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