

HARBOUR LIGHT

The Newsletter of

HERRINGTON HARBOUR SAILING ASSOCIATION

Rose Haven On the Bay
Friendship, Maryland 20758



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November 1, 1987

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CALENDAR AT A GLANCE

October 31 thru November 1 Sat.-Sun.	9:00 AM	Wherever the Wind Blows Halloween Party (Complete with costumes) John & Jane Bourke
November 7 Saturday	1:00 PM	Annual Meeting/Election of Officers--Club Room
November 14-15 Sat.-Sun.	9:00 AM	Wherever the Wind Blows Larry & Marie Novotney
November 21 Saturday	6:00 PM	AWARDS BANQUET Herrington Harbour Restaurant

BATTS' BITS AND BIGHTS

The agenda for the forthcoming Annual Meeting will be as follows. First, reports from the officers; second, any new or old business; third, voting on the changes to the constitution; and fourth, election of new officers. We've had a good year and the officer reports should reflect that. The constitutional changes range from administrative to structural (e.g., new training position). And, the slate of candidates is both numerous and of the highest quality. Your attendance will be worth your time.

We do have one change in the slate for the position of Rear Commodore-Social. Louie DeCamp had to withdraw his candidacy for that position due to the press of a recent promotion. Congratulations on the new job, Louie, and we hope to see you compete next year for the position of Rear Commodore-Social. Fortunately, Kent Kunze has volunteered to be a candidate for the position of Rear Commodore-Social. Kent and his wife Halli sail an Alberg 30, have been members of the association for a couple of years, and this year handled our merchandise program. Actually, we are lucky that they want to belong at all since in the first year of membership, we deposited their dues but lost their application. Consequently, they never received a newsletter for about nine months. Thanks for your continued interest Kunzes!

Every year we contribute one hundred dollars to the North Beach Volunteer Fire Department. Saturday, October 17, Jocelyn Marquez, Past Commodore, and I delivered a check to the station and had a very interesting conversation with the Chief who was wielding a mop with the best of them. (No hierarchy of work was evident at this station.) He said that on weekends when fires and injuries are most probable, the parking lots near the marina office are so full that the fire trucks have difficulty approaching the docks. He asked us not to double park and to avoid blocking the driving lanes so that emergency vehicles can negotiate the turns and penetrate all the way to the dock entrances.

We have another HNSA author. Jeff Bragg has written a very lively, humorous article about his attempts to become a world class racer using a quarter of a million dollar crew. Chesapeake Bay Magazine published it in the November issue, so run to your local marine store and buy a copy if you don't subscribe. As many of us have discovered, racing a boat that's designed for cruising is very destructive to one's ego. Hang in there Jeff and console yourself with the knowledge that you still might win in a Watkins 33 regatta!

Ginny Fant, Rear Commodore-Social, advises us that reservations for the Awards Banquet are coming in very quickly. Another reservation form is attached, but you ought to respond with warp overdrive speed or use Max Headroom intelligence to

find a table on your own--space is limited. Remember, we have three categories of awards: Racing, Cruising and Special. Obviously, the Special Awards are best because we recognize the laughable and the ludicrous. In addition, we will develop the traditional HHSA Roast List in which we will besmear the ego, personality, intelligence, and general sailing skill of each attending member. If you are thinking of avoiding the banquet in order to avoid the roasting, forget it. We publish the list in the January newsletter.

Happy Sailing,

JOE BATTS, Commodore

ANNUAL MEETING AND ELECTION OF NEW OFFICERS FOR 1988
Jocelyn Marquez, Chairperson, Nominating Committee

On Saturday, November 7, 1987, HHSA will hold its Seventh Annual Meeting at 1:30 p.m., at the Herrington Harbour Restaurant Clubroom.

The Committee is extremely pleased to present the following slate of candidates for the 1988 Executive Committee:

Commodore

Bryan Davenport
Larry Glick
Martin Katz

Vice Commodore

Ginny Fant
Lee Himes
Dick Nemerson
Tom Schuyler

RCMDR-Cruising

Tony Duncan
Gene Norris

RCMDR-Racing

George Gwaltney
John Kremers
Steve Ward

RCMDR-Social

Kent Kunze

* RCMDR-Training

Bobby Nemerson
Ned Smith

Secretary-Treasurer

Sandy Buchanan
Maureen Reynolds

Our constitution allows candidates other than those selected by the Nominating Committee to be nominated from the floor during the Annual Meeting. Persons desiring to serve or to nominate others may make their desire known during the meeting.

Members who are unable to attend the Annual Meeting still have the opportunity to vote by means of a proxy. A proxy form

is attached to this newsletter for the convenience of members who wish to vote by proxy. Please fill out the attached proxy form and deliver or mail to me or any other member of the Association who plans to attend the Annual Meeting, by Friday, November 6, 1987. Keep in mind that a proxy may be revoked at any time by filling out a new proxy at a later date or by personally casting your vote at the Annual Meeting.

If you are willing to serve your Association in any capacity please feel free to let your fellow Members know. That is how HHSA keeps electing an excellent slate of officers each year!

- * The election of the Rear Commodore-Training will depend on the prior approval of that position by the Membership as an amendment to our constitution.

HAPPENING AT EDGAR COVE
Jack and Jocelyn Marquez

Under spectacularly clear and breezy skies the Woodstock generation assembled at Edgar Cove for a festival of '50s and '60s sights, sounds and treats. Twenty-one boats full of merry-makers trekked through Knapps Narrows or Black Walnut Point (right through a thousand spinnaker-borne racers on the way to Oxford) to rekindle warm memories of proms, hops, crushes and loves won or lost.

After a swift broad reach to the Choptank, the fleet close-hauled it up Broad Creek to Edgar Cove where two nine-boat rafts were quickly formed on ARTEMIS and FREE BIRD'S anchors. The piano-pounding beat of Jerry Lee Lewis swiftly melded with the electric twanging of Elvis as several boats blasted the anchorage with megawatt systems. Soon, a local runabout, attracted by the fleet and the sounds throbbing throughout, began to take pictures of our transoms "for a magazine article" (we thought it could be undercover marine police preparing an indictment for noise pollution).

Bill and Jeanne Turner's BARNACLE BILL graciously taxied guests to the host raft where an ersatz soda fountain on FREE BIRD dispensed ice cream and coke floats (some had beer floats) to all. All welcomed new members Don, Suzanne and Meghan Thorpe aboard MAINE WAY and George Hall and Anna Lee Berman aboard PAPER TIGER who were making their first HHSA cruise! We were especially pleased to see Tom Schuyler (our very own Rear Commodore-Racing) and crew aboard INFINITY and Pat and Hans Ulander aboard AQUA VITAE for whom this was only their first cruise of the year.

Prizes were given by a leather jacketed "Fonz" Marquez and his poodle-skirted power wench, Jocelyn for the following categories: Cheerleader--a mom and daughter combo, Meredith and Jenny Parker (GENTLE SPIRIT); Poodle Skirts--another mom and daughter, Laurie and Emily Siegel (WIND SHADOW); and Truly '50s--Bryan, Cheryl and Adrienne Davenport (BREEZY). The goldfish contest was cancelled because all the goldfish were consumed with the traditional finger-licking, scrumptious appetizers that were enjoyed by all to the sounds of Buddy Holly, Connie Francis and other golden oldies. Most boats remained rafted as the parties died down under a crisp starlit evening.

Sunday morning, after all but four boats had departed, former Commodore Bob "Tug Boat" Enstam aboard SONGBIRD, performed an exemplary feat of seamanship when he helped refloat Ted Raab's GARDYLOO by pulling their main halyard to one side while the grounded vessel powered off. There was no wind and all were forced to rev home on their iron gennies. It was a wonderful opportunity to relive a cherished time when as teenagers, the world was our oyster. Our thanks to: AQUA VITAE, ARTEMIS (appreciated dropping your hook), BARNACLE BILL (good to see you after your extended cruising adventures) BREEZY, FREE BIRD, GARDYLOO, GENTLE SPIRIT, HIDE-AWAY, HIGH PRIORITY, INFINITY, MAINE WAY, PAPER TIGER, SEASAW, SEA SPARROW, SONGBIRD, SPOOK, TILTON HILTON, TRIO, WHITE GULL, WIND SHADOW and WRAITH for making this such a memorable cruise.

SHARP'S ISLAND RACE Jack and Jocelyn Marquez

As part of the vintage cruise to Edgar Cove, HNSA celebrated its annual Sharp's Island Race which had been rescheduled from an earlier breezeless day. Eight boats participated in the speedy race from Herring Bay #1 to can #9 at the mouth of the Choptank.

It was a very impressive sight to see hundreds of beautiful sailboats pulled by a rainbow of spinnakers under a cloudless indigo sky. The annual CBYRA Annapolis to Oxford Race sponsored by the Annapolis Yacht Club was held the same day. HNSA racers were forced to pick their way across the unrelenting racing fleet much as one would tiptoe across Shirley Highway during rush hour. A sea of mylar and kevlar handkerchiefs stretched for miles up and down the Bay as far as the eye could see. It was a perfect setting for the Sharp's Island Race.

The spinnaker class results were as follows: INFINITY, BULL RUNNER; OBSESSION and HIGH PRIORITY did not finish. Non-spinnaker results: FREE BIRD, SPOOK, PAPER TIGER, and BREEZY.

REMEMBERING THE CAMBRIDGE CRUISE
Tom and Charlene Willes

On Saturday, October 10, 1987, twenty-two boats departed Herrington Harbour for Cambridge, Maryland, guests of the gracious and hospitable Cambridge Yacht Club ("CYC"). Whether you participated in the adventurous sunrise departure led by TERREMAR or the more civilized mid-morning "after one more cup of coffee" get underway, it was an outstanding cruise. The flotilla made the twenty-six mile trip from Herrington Harbour to Cambridge under warm and sunny skies with occasional sightings of ducks and geese.

Upon arrival at CYC, the boats were made secure in a variety of ways (i.e., slips, rafting and one grounding) in preparation for the festivities at the clubhouse and the overnight stay. The good times started with a fantastic cocktail reception in the main dining room (reserved exclusively for HNSA) complete with bar, bar tender (provided by CYC) and an excellent assortment of delicious hors d'oeuvres (appreciatively provided by the cruise participants). Following the very happy happy hour, things settled down momentarily so that the excellent dinner could be served and enjoyed by all. Not only was the food delicious, the service was courteous and timely. After dinner, a big beautiful birthday cake was brought into the dining room to the tremendous surprise of Judy Beattie (thanks to the covert and concerted efforts of husband Ben and son Jonathan). Judy carefully divided her cake in order that each of the 70 diners could have a piece. Following dessert, the HNSA revelers adjourned to the inviting CYC bar for after-dinner libations and a robust sing-a-long directed by the talented Joanie Enstam who performed brilliantly at the piano. A fun time was had by all.

Sunday morning, the clubhouse was once again the center of HNSA activity as the day began with coffee, juice, a delicious assortment of donuts, and a stack of Sunday newspapers. As you looked out from the clubhouse over the beautiful Choptank River, it was obvious that the cruise was going to be the beneficiary of yet another wonderful "Indian Summer" day.

Many of the cruise participants returned to Herrington Harbour on Sunday, while others continued the voyage to Dunn Cove where a windy night was experienced with excitement and good times as principal ingredients.

The HNSA yachts that participated in this wonderful Columbus Day adventure to beautiful Cambridge, Maryland were: ARIEL, ARIES II, ARTEMIS, BELFRY, BREEZY, CIRCUS, FINAL FANTASEA, FREE BIRD, GENTLE SPIRIT, HIGH PRIORITY, MAINE WAY, MY MERCEDES II, PADDY WACK, QUINTET, SANDRINGHAM, SEA SPARROW, SEASAW, SONGBIRD, TERREMAR, TZATSKY TOO, WHITE GULL, and WINDBORNE.

FLOTSAM AND JETSAM

Boy, this is the time of year I really dread. Time to put away the boat. No matter how much sailing we've done during the season it never seems like it will be enough to carry me through those long, dark months of winter. I anxiously monitor the weather forecasts to see if we can get in a last day sail before the Bay turns cold and blustery. I could just kick myself for letting another season go by without taking that cruise to the Southern Bay that I've been promising myself. But, I really can't complain. It's been a good sailing year. I survived a leaking fuel tank. (Luckily Hartge's had a custom welded aluminum tank for a Tartan 30 in stock.) The old Atomic Four thrummed away without faltering this season (except when I ran out of gas off Bloody Point and when I forgot to top off my batteries before a cruise to Dunn Cove). Our new dodger kept us dry and sheltered (and I could even see through the window). We had some fair breezes and some not so fair. We loved it all and will miss it dearly until next Spring.

In the category of you had to see it to believe it, you should have been in Hudson Creek with us a couple of weeks ago. As we pulled in to raft up with TRIO, the Forte's pointed out to us that you could see the bottom. To make it all the more amazing, we were in about 8 feet of water. We could watch the crabs as they crawled over and latched on to our chicken wings. When the crabs wouldn't come to bait, we simply moved the bait into the crabs path. On Monday, I called the Chesapeake Bay Foundation to report the good news. I'm one sailor who is glad to see the "Save the Bay" program gathering momentum. It's a project that certainly deserves our support.

Some observations from those who have done a fair amount of crabbing off their boats. First and foremost, "Old Bay"--don't leave home without it. Second, the best crabbing comes on an incoming tide. Remember this next time you're hard aground and waiting for the lift. Third, chicken is the preferred bait. If you can't land enough crabs, at least you can survive on the chicken. Crabs seem to prefer wings over drumsticks and drumsticks over necks and backs. For some unknown reason, the cheaper the chicken the better the crabs like it. Sorry, Mr. Perdue. Fourth, monofilament fishing line makes the best crab line. Black fishing twine is next best. Avoid white string or twine at all costs. Make sure that you've let out enough string so the chicken wing is on the bottom. Fifth and last, you should have five or six crab lines for maximum production. Fewer, and you can't catch as many crabs. More, and it takes too long to check them and increases the chances of tangles. Follow these carefully researched crabbing tips and you'll soon be boiling up those jimmies. Oh, one more thing, don't forget the beer.

RACERS' CORNER

Tom Schuyler, RCMDR-Racing

The HNSA Racing Program has ended (unfortunately) and not only are members interested in the results, but ye olde editor is pushing yours truly to get typing and finish up the reporting.

First, I must apologize for the reclassification of the Annual Boyer Memorial Race Winners. I flipped the Spinnaker and Non-Spinnaker class headings in my article. A writer I am not, so forgive.

The second evening series can now be reported since I cleaned the boat. As I reported, VERACITY (the blue and red striped Wards) were first in Non-Spinnaker and the following are the results of the Spinnaker Class.

INFINITY (Schuyler)
MARY LOU (McGill & Gerber)
PRIME RATE (Summers)

The fall series was another hotly contested battle among the Spinnaker Class and included a weekend regatta which was cancelled on Saturday and two races were held on Sunday. Batts tried to throw in another race but the other crews decided that there wasn't enough beer, so he was voted as the least likely crew to succeed on SPOOK and the third race was nixed in favor of the bar race. The results were:

Non-Spinnaker

FREE BIRD (Marquez)
RAMSHACKLE (Kremers)

Spinnaker

INFINITY (Schuyler)
SPOOK (Ordeman)
OBSESSION (Augusterfer)

Believe it or not, the Fall Regatta was a dead tie for each of the positions in the Spinnaker Class. INFINITY and VERACITY tied for first (damn fickle wind). SPOOK and PRIME RATE were second, and OBSESSION AND MARY LOU were third. This was a point tie. The HNSA rules say that the tied place will be awarded by applying 3 rules in order and in this case the first two are inappropriate. The third rule says that the tied place will be awarded "to the boat that finished before the other boat in the most recent race in which both boats participated."

This gets sticky too, since VERACITY and PRIME RATE did not compete in the last fall series race which could be used as a tie breaker. Sooooooo, I have to use the positions in the last Fall Regatta Race as the tie breaker which means the following:

Non-Spinnaker

FREE BIRD (MarqueZ)
RAMSHACKLE (Kremers)
SNAPPY (Power)

Spinnaker

VERACITY (Wards)
INFINITY (Schuyler)
SPOOK (Ordeman)

Rumor has it that INFINITY has been using some form of translucent (that is, invisible) Spinnaker Pole, or some figment (if you will) of the skipper's imagination has been attached to the sail, even though he was directly ordered by last year's race committee to either get with the program and buy a real spinnaker or use a pole on his cruising spinnaker. Now the skipper (yours truly) and the crew of INFINITY want to assure all other contestants that in fact a spinnaker pole is attached during each use of said spinnaker (which is about 85% of a real spinnaker), said telescoping (toothpick sized) pole is attached to both the mast and the tack of the spinnaker on the opposite side of the main boom per the prescribed rules. I want to assure you that this is legal, while being quite unobtrusive. SPOOK and PRIME RATE sailed right by INFINITY on a dead downwind run without seeing the dumb thing up there, but I assure you it was there, because my son and head foredeck crew had to trip over the thing several times whilst the skipper was swearing and muttering under his breath about getting a real spinnaker (and pole). Oh well, maybe next year.!!

It has been a great racing year and I wish to thank George Gwaltney, John Kremers, Tom Bartley and all the Race Committee Boat members and anchor watchers for all their help. We sure appreciate it. And now for the rest of the season, happy cruising, day sailing, pick 'em up races (a la Jeff and Gail Bragg) or whatever. I have enjoyed the season and the bookkeeping and all the fellowship with the racers and the many cruisers that have helped or participated.

CHEERS!

DAFFY DEFINITIONS

Contributed by Martin Katz, RCMDR-Cruising

- Anchor:** Any of a number of heavy, hook shaped devices that is dropped over the side of the boat on the end of a length of rope and/or chain, and which is designed to hold a vessel securely in place until (a) the wind exceeds 2 knots, (b) the owner and crew depart, or (c) 3 a.m.
- Auxiliary:** Any object, animate or inanimate, which is in the way when it is not needed and missing or broken when it is.

Bar: Long, low-lying navigational hazard, usually awash, found at river mouths and harbor entrances where it is composed of sand or mud, and ashore, where it is made of mahogany or some other dark wood. Sailors can be found in large numbers around both.

Marina: Commercial dock facility. Among the few places, under admiralty law, where certain forms of piracy are still permitted, most marinas have up-to-date facilities for the disposal of excess amounts of U.S. currency that may have accumulated on board ship, causing a fire hazard.

Fix: 1. The estimated position of a boat. 2. The true position a boat and its crew are in most of the time.

Abandon: The wild state in which a sailor buys a boat.

Yawl: Southern version of "Ahoy!"

HNSA SALUTES 1987 PARTICIPANTS

This year was a banner year for HNSA! Membership rose to an all time high of 211 members. Moreover, both the Racing Program and the Cruising Program were well attended. By my count, 92 boats showed up at the starting line or the rendezvous. A dip of the HNSA burgee to salute the following participants:

AMBAR, AMITIE, AQUA VITAE, ARCADIA, ARIEL, ARIES II, ARTEMIS, BANZAI, BARNACLE BILL, BELFRY, BET-U-KEN, BLACKWATCH, BONNIE LEE III, BREEZY, BULL RUNNER, CHAR-NAN III, CHILL OUT, CIRCUS, CRUSADER, DAPHNE, DESIDERATA, DYBUK, ELSEWHERE, FINAL FANTASEA, FINALLY, FREE BIRD, FREE SPIRIT, GARDYLOO, GENTLE SPIRIT, HANAIEI, HAPPY DAYS, HELLO DOLLY, HIDE-AWAY, HIGH PRIORITY, INFINITY, IRISH HEIR, KELLEY, KELLY ANN, LIBERTE, LIEBCHEN, MAINE WAY, MARY LOU, MELTEMI, MENANGERIE, MIZ TEE II, MY MERCEDES II, McKEEVERIE, NIRVANA, NUNC PRO TUNC, OBSESSION, OWL HOOT, PADDY WACK, PAPER TIGER, PARTNERSHIP, PEGASO, PHARMASEA, PILGRIM, POOH TOO, PRIME RATE, PUFF, QUINTET, RAG HAG, RAMSHACKLE, RIF RAFT, SANDRINGHAM, SEA SPARROW, SEASAW, SEVENTH HEAVEN, SHOTGUN, SNAPPY, SONGBIRD, SPIGGIE, SPOOK, SUGARBUSH, TERREMAR, TILTON HILTON, TOP BANANA, TOWLESTOY, TRINITY, TRIO, TRUBADOR, TZATSKY TOO, VERACITY, VINDEN, WALKABOUT, WHIGMALLERY, WHITE GULL, WINDSHADOW, WIND BLOSSOM, WINDBORNE, and WRAITH.

Thanks to all of you!!