

"HARBOUR LIGHT"

The Newsletter of

HERRINGTON HARBOUR SAILING ASSOCIATION

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Friendship, Maryland 20758

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February 1, 1987

CALENDAR AT A GLANCE

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| February 7, 1987 | 1:00 pm | <u>ANNUAL ORGANIZATIONAL MEETING</u>
to determine cruising, racing,
and social programs
Herrington Harbour Restaurant-
Upstairs Dining Room |
| February 14, 1987 | 1:00 pm | Hull maintenance--Craig
Baumgarner, Zanhizer's Marina |
| February 21, 1987 | 1:00 pm | Electronics--Pete Peterson,
Peterson Marine Electronics |
| March 14, 1987 | 8:00 am | Safety at Sea Seminar
USNASA & USYRA, Co-Sponsors
Mitscher Hall, Naval Academy
(SEE ANNOUNCEMENT INSIDE) |
| March 28, 1987 | 1:00 pm | Racing Seminar--Tom Schuyler
and Friends |
| April 11, 1987 | 4:30 pm | Spring Fling Social
Homemade chili dinner |

All seminars and meetings will take place in the Club Room at Herrington Harbour unless otherwise noted. Be sure to get there early to get a good seat.

BATTS' BITS AND BIGHTS

Our first seminar was a hit! Sixty HNSA members enjoyed the unusually mild weather and attended Jack Wong's presentation on sail trim. Jack used both slides and flip charts to instruct the group on sheet lead position, sail shape, reefing and use of the boom vang, cunningham and preventer. A diagram of Jack's Multipurpose Boom Vang is on page 8 to show you how to rig a four-part block and tackle system to achieve better sail control and shape. Jack's advice on how to install and read tell-tails was especially helpful. Many members stayed after the formal presentation to ask questions pertaining to their particular boats. Jack promises to be back next year and to add a video to his fine presentation.

Karen Rossow's seminar on February 21st might have been called "Togetherness", "Stressless Sailing " or "How Your Marriage Survive the Boat". Everyone agreed that sailing under summer skies and moderate winds contrasts sharply with the yelling and screaming that occurs when docking a boat, setting an anchor, jockeying for position on the starting line or reefing under high winds. Do we philosophize and just accept the good with the bad? Perhaps, but Karen's view was to identify the problem areas, practice until everyone is proficient and, most importantly, be respectful of crew and skipper alike. The boat can then become an investment in a relationship rather than an expensive, one-sided summer toy. Karen took the the forty-four participants through four exercises that generated smiles, jokes, frowns and gaffs. The objective was to surface the suppressed feelings, both positive and negative, that can cause problems in the handling of a boat. As you might imagine, we left with more questions than answers. My guess is that next season we'll see less yelling and more enjoyment of sailing on the Bay.

On February 7th we will hold our Annual Organizational Meeting. This meeting offers members the opportunity to contribute their ideas and commit their time to the racing, cruising and social schedules for 1987. It is also an opportunity to enjoy a bit of camaraderie with friends who enjoy sailing on the Bay. In short, we set up a few suds, figure out where we want to go, what we want to do and when we're gonna do it. Afterwards, Steuart Chaney will deliver his annual State-of-the-Marina message. Steuart is a solid supporter of our association and will be happy to respond to any question or issue pertaining to Herrington Harbour. So, bring your inquisitive minds and warm hearts (and check your six-shooters at the door).

Joe Batts
Commodore

SEMINARS

Hull Maintenance

February 14, 1987

On February 14th, Craig Baumgarner of Zahnizer's Marina, Solomons Island, MD, will speak to us on the very complex subject of hull maintenance. If you ever wanted to know in laymen's terms the pros and cons of various topside and bottom paints, the variety of through-hulls, the methods of blister repair and prevention, THIS IS IT!! Craig is a very articulate and tactful speaker. He has dealt with boat owners for years, so bring your questions and problems. So pack up your favorite valentine and enjoy this informative seminar and the special Valentine Day cake that will be served.

Electronics

February 21, 1987

On February 21st, HNSA will present its very first seminar on Electronics. You know, that little box you hocked the jewels for that you thought would let you nose out PRIME RATE or keep you of that shoal at the entrance to Harris Creek. Well here's your chance to get some good advice about how to spend those hard earned dollars. Pete Peterson of Peterson Marine Electronics, Silver Spring, MD, will be our expert speaker. Pete not only knows a lot about marine electronics but he also has invented and patented lightning protection devices marketed by Guest and Boat/US. He will cover (1) correct use of VHF radios (2) electronic equipment selection, installation and servicing and (3) AC and DC electrical circuits.

Safety at Sea Seminar

March 14, 1987

The United States Naval Academy Sailing Squadron and the United States Yacht Racing Union are cosponsoring their Eight Annual Safety at Sea Seminar to be held Saturday, March 14, 1987 at Mitscher Hall on the grounds of the U.S. Naval Academy in Annapolis. The seminar begins at 8:00 AM (that's 0800 for you military types) and lasts the better part of the day. Past seminars have been informative and exciting. A year or so ago the seminar even included a live man overboard drill in Annapolis Harbour featuring 30 to 40 knot gusts. That was something to remember! As members of a CBYRA organization (Thanks, Tom Bartley), HNSAers are entitled to preferential registration prior to March 1, 1987. Just make your check for \$10.00 payable to "Naval Academy Sailing Squadron" and send it to :

Safety at Sea Seminar
Naval Academy Sailing Squadron
Robert Crown Sailing Center
U. S. Naval Academy
Annapolis, MD 21402

Be sure to mention your an HNSA member. No tickets at the door.

LET'S GO CRUISING IN '87!

Just think, in a few months we will be on the Bay cruising with old friends and new friends to be made at HNSA. When we leave our cars in the parking lot and sail away from the dock, we leave the hectic and frenzied world behind in exchange for the slow pace of five or six knots (except when there's no wind or too much wind), the long nights' sleep (except when the anchor drags at three in the morning), the still morning with coffee in the cockpit (especially after a raft up with a little to much wine and song) and the sheer joy of the wind and sea and sky.

Well. lets go cruising Herrington Harbour Sailing Association style. The Cruising Committee has more than eighty-eight days of cruise programs outlined.

Our opening cruise on May 9-10 is penciled in for Annapolis with dinner at a shoreside restaurant. We'd like to end the the cruising season with the frost-bite cruise on November 14-15 to wherever the wind blows.

The Committee is planning a two week cruise to Norfolk and a Halloween Costume cruise for October 31-November 1. Someone has even suggested a Mystery cruise where you have to follow the clues to find the destination.

We're looking at a one week short range Mid-Bay cruise especially designed for smaller boats and boats with kickers (outboards in laymen's terms). Of course the 40 footers will still be invited to join in the fun.

We've talked about a Moonlight cruise for our night owls and a Sunrise cruise for the early birds.

On Memorial Day weekend, we've got in mind turning the program over to our junior members (a/k/a SEA-URCHINS) to plan the activities.

Cruising, raft-ups, dining ashore, visiting yacht clubs... it all sounds like fun. You bet it is! But we need help. Come to the organizational meeting on February 7th. Volunteer to be a Cruise Captain. Let me know if your interested in the two week Norfolk cruise from June 20-July 5 so that you can be included in the planning.

Any other ideas? Please call me. Smooth Seas and Fair Winds.

Martin Katz
RCMDR-Cruising

FLOTSAM & JETSAM

A toot in the bosun's pipe to Martin Katz (TERRE MAR) who has not only passed his U.S. Coast Guard Examination and received his Captain's license but has also been elected as Commander of the U.S. Coast Guard Auxiliary Flotilla 07-10 in Gaithersburg, MD. From now on it will be Captain Commander Katz, if you please.

On December 28, 1986 a fire broke out in the dinghy racks on the east shore of the Marina. Rumor has it some local kids are to blame. Upon returning from Christmas in Florida, your freindly Newsletter Editor got the bad news from the Marina Office. Racks 29 through 42 were gone. That meant I had lost not only the fiberglass dinghy that came with ELSEWHERE when we bought her, but also the plywood sailing dinghy John Fletcher (MELTEMAI) and I had built last spring. The next weekend I dutifully traipsed down to Herrington Harbour to sift through the wreckage to at least salvage the hardware of our homebuilt beauty. After spending a half hour digging in the soot and coming up empty handed, I gave up. As I leaned back against a tree to curse in disgust I looked down the eastern bank. My heart jumped. There was the homebuilt sitting upside down in the grass with not even a singe mark on her. Boy, was I thrilled. I don't know who the hero was who pulled her out of the burning racks, but if I ever find out, the drinks are on me.

Just a friendly reminder that the HNSA membership renewal notice will be coming out soon. Your renewal is due back not later than March 1, 1987. Members complying with this deadline will be awarded priority at all hors d'oeuvre trays during the coming year.

THE OLD BOAT DOCTOR

DEAR BOAT DOCTOR:

Can you tell me what effect the new tax law will have on my ability to deduct the interest I pay on my loan on my Hunter 30? I don't charter the boat and use it only for weekend cruising. Am I out of luck? Ben Screwed.

DEAR BEN:

Good news! As of now it looks like you'll be able to continue to deduct that boat loan interest. You 're right that the new tax law phases out the deduction for "personal interest", i.e. credit card interest, car loan interest, etc. Once the phase-in is complete, an individual's deduction for non-business

interest will be limited to the loan on a "qualified residence". Under the new law, a "qualified residence" includes your home and one other residence within the meaning of Section 280A of the Code. Fortunately for us boat owners,, this existing Code section recognizes boats as dwelling units which are qualify as residences provided they have basic living accommodations such as sleeping space, toilet and cooking facilities. So with your V-berth, head and galley, it looks like you'll be in good shape to take the deduction. Be sure however to check with your tax advisor before filing your return.

THE OLD BOAT DOCTOR

DEAR BOAT DOCTOR:

I am looking into two spring projects. The first is the total reupholstering of all the berth cushions and back cushions. The second is the replacement of the deteriorating foam backed naugahyde like material that serves as the cabin headliner. I'd like to know more about how to go about the project. What materials should be used and where can I get them? Can I do it myself? If I don't, what is it likely to cost and who does this kind of work?

DICK DOYLE

DEAR DICK:

The Old Doc passed your inquiries along to Jim Powers of McGee & Powers Interiors, Bladensburg, MD (864-8786). Jim's a sailor himself and his company has done quite a bit of this kind of work. Jim's personal choice of material for boat cushions is a slip cover grade or upholstery grade cotton. His reason is that cotton is cool to sleep on or sit on. The Herculon or nylon fabrics that come standard on most production boats trap the heat and if you've ever slept on naugahyde you know what a nightmare that can be. Jim points out that the cotton materials will not wear as well as the Herculon or nylon. But, unless you regularly cruise with three kids , dog and cat, the cotton should serve you well. Also, if you intend to tackle the project yourself, the cottons are much easier to work with because they are generally less bulky and more pliable.

You can find plenty of samples to peruse at any fabric or upholstery shop. If your bargain concious, you can shop the remnant stores and discounters and pick something up for \$4.00 to \$6.00/yard. Designer goods can run \$20.00/yard and up. A boat cushion will normally take 4 to 5 yards of materials. To estimate, just keep in mind that the goods are 48" wide and leave yourself plenty of extra to work with.

In most cases, you can reuse the polyurethane foam core from your old cushions. Jim strongly recommends wrapping the old foam with a layer of dacron batting. This is the same stuff your

pillows are made of. The dacron adds body and softness to the cushion (many cushions are built only of 3" foam). It also gives a better final fit to the cover. You can find it at the same place you find the fabric. It comes in various weights. The greater the weight the thicker the cushion will be. Just wrap it once around the foam core and tack it in place.

Jim says if you've done any sewing you can handle making most boat cushions. He does say the V-berth cushions can get tricky because the sides aren't square but slant to meet the hull. No special equipment is needed. Just time and patience.

If you send the cushions out to be reupholstered, Jim says you can expect to pay about \$35.00 to \$55.00 per cushion to cut the fabric, sew it together and install the zipper. To that add \$15.00 per cushion for the dacron and the cost of your fabric. For guestimating, Jim uses a nice round \$100 per.

One last tip from Mister Powers is to use naugahyde for the cushion bottom if it sits over a water tank or is other wise likely to get wet. This avoids having a soaking cushion mildew or even worse rot the fabric and carpentry.

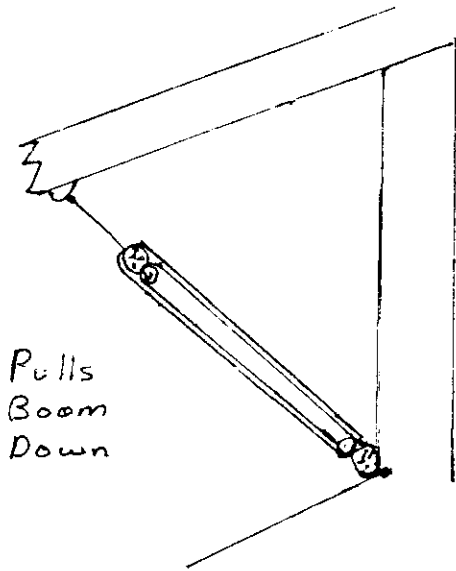
As for the headliner project Jim suggests removing the old material and cleaning the fiberglass surface well. Then apply a spray adhesive and a layer of polyurethane foam skin. You can get these items from a foam supplier. Then follow that with another shot of the spray adhesive and apply the material of your choice to that. Now Jim has never tried this, but it sounds to the Old Doc like it just might work.

The Old Doc invites any HHSA members who have any further advice or the names of any competent boat cushion people to pass that info along to Dick. Good luck, sailor. We're sure that IRISH HEIR will be looking spiffy down below next season.

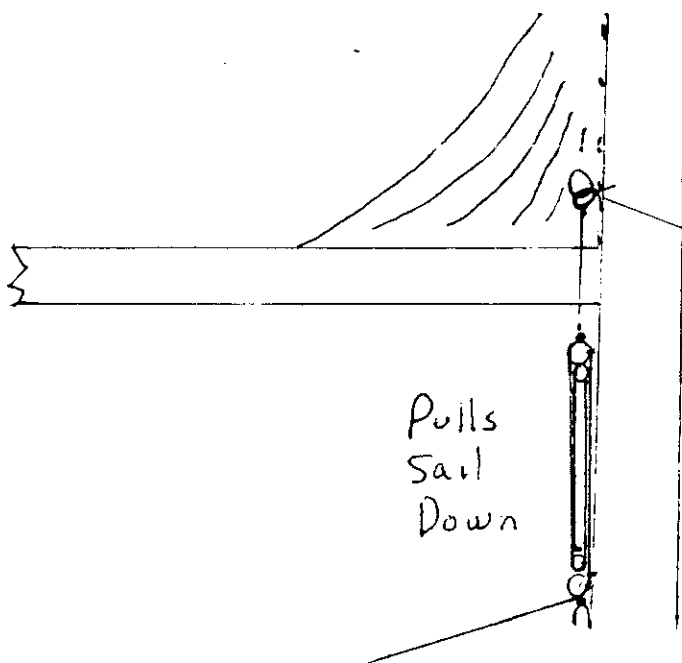
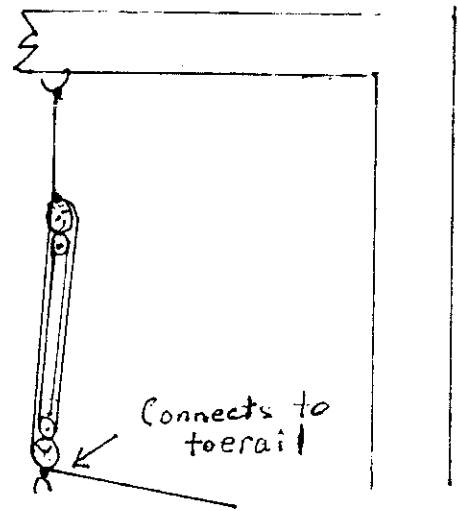
BOAT DOCTOR

The Multipurpose Boom Vang

Boom Vang (Reaching)



Preventer (Running)



Cunningham (Beating)

