

"HARBOUR LIGHT"

The Newsletter of

HERRINGTON HARBOUR SAILING ASSOCIATION

Rose Haven On the Bay
Friendship, Maryland 20758

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June 1, 1987

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CALENDAR AT A GLANCE

June 3 Wednesday	7:00	PM	Wednesday Night Race Series 1-Race #5
June 5 Friday	7:30	PM	New Members Cocktail Party Beach Area, Ginny Fant
June 6-7 Sat.-Sun.	10:00	AM	New Members Cruise to Little Round Bay/Joe & Lana Batts
June 10 Wednesday	7:00	PM	Wednesday Night Race Series 1-Race #6
June 13 Sat.-Sun.	10:30	AM	Annual Spring Regatta Races #4 and #5
June 17 Wednesday	7:00	PM	Wednesday Night Race Series 1-Race #7
June 20 thru July 5	9:00	AM	Around the Bay Southern Cruise Stan Fant, Martin Katz
June 20-21 Sat.-Sun.	9:00	AM	Bon Voyage Cruise to Hudson Creek Dick & Jean Kerr
June 24 Wednesday	9:00	AM	Wednesday Night Race Series 1-Race #8
July 1 Wednesday	7:00	PM	Wednesday Night Race Series 2-Race #2
July 3-5	9:00	AM	Cruise to Hunting Creek and St. Michaels/Jeff & Darlene Forte

BATT'S BITS AND BIGHTS

I must be a frustrated racer. On Saturday, May 16th, Tom Schuyler, our Rear Commodore of Racing, organized the First Annual Novice Race and six boats entered. At first, I was going to sit out this function but the course was short (two legs) and several boats were in need of "experienced" crew. So I volunteered my services to Sam Schaen and Marilyn Gaizband (known to her friends as "Mar-Mar") of ARIEL. What fun! Sam and Mar-Mar had invited two friends along and the five of us managed to get old ARIEL, an Irwin 32, across the starting line in good order and in an up wind position. The boat ahead of us was TERRE-MAR skippered and crewed by Martin and Terri Katz and we were drafting on their transom. Since I knew that Martin was very proud of his clean white hull, I told Sam to get as close as possible and Martin would probably bear off. Sure enough, Martin bore off. We rounded the mark (Herring Bay #1) in third place and were heading for the finish line in a horrible position--to the lee of TERRE-MAR. We couldn't go past because we were blanketed by TERRE-MAR, we couldn't tack because there wasn't time, and we didn't want to bear off because we'd lose boat speed. Suddenly, TERRE-MAR headed up to cover a boat on her windward side and we were given a clear shot for the finish line! We finished second and may have corrected to first. Winning is great fun!

My compliments to Rich and Bobbi Nemerson who did a fabulous job of organizing the event surrounding the Rhodes River cruise. A little story, however. Rich called me on Thursday before the cruise and was terribly concerned because the newsletter could only give a couple of days notice. I told him that most of our members didn't plan any further ahead than that and not to worry. Sure enough, 23 boats showed up and we all had a wonderful time. The weather was perfect for both days and the campfire and kazoos brought back many memories.

Memorial Day weekend was a hit too. Over 30 boats signed up for the cruise to La Trappe Creek and Dunn Cove. The events covered a wide spectrum of interests from urchins to adults and from cruising to racing. Details will be provided by the able cruise captains, Gene and Lois Norris.

June is certainly packed with activities, so let's all enjoy our sailing. Just be careful out there!

Joe Batts
Commodore

NEW MEMBERS CRUISE TO LITTLE ROUND BAY

June 6-7, 1987

Joe & Lana Batts, Cruise Captains

Be sure to join Lana and me June 6 and 7 for the cruise to Little Round Bay on the Severn River. This will be our new members cruise which is traditionally led by the commodore. If you are a new member (or a veteran member new to cruising) please let us know. We'll pair you up with an experienced cruiser to be your cruise "buddy" and make sure all goes smoothly. Just call us before hand at (703) 892-1864.

Bring your good cheer and your hors d'oeuvres and let's have a good time! Both new and veteran members are encouraged to attend the New Members Party the night before this cruise.

NEW MEMBERS PARTY

June 5, 1987

Attention all HHSAs! All members, both veteran and new, are cordially invited to attend the NEW MEMBERS PARTY! Bring your chair or blanket to the beach area of the Marina on Friday, June 5th at 7:30 p.m. and join the fun as we host our annual meet and greet event. Beer, soft drinks and hor d'oeuvres will be furnished. Veteran members are asked to bring their fanciest hors d'oeuvres to share with new members. If you've got a neighbor on your dock who is not a member, invite them too. Everybody is welcome. If you have any questions, or want to help, call Ginny Fant at (703) 644-1837.

ROUND THE BAY SOUTHERN CRUISE

by Martin Katz, RCMDR, Cruising

June 20-July 5, 1987.

Now hear this! Nine vessels have signed up and paid their deposits for slips at The Tides Lodge. Slips have also been confirmed at York River Yacht Haven at Buzzard's Point Marina in Reedsville. We've staked our claim to the best anchorages in the Great Wicomico, Piankatank, Mobjack Bay, and Indian Creek on the Severn River. It's going to be a grand and glorious cruise. Remember the dates, June 20 to July 5.

There is room for more--although you will have to confirm your own slip reservations. Just call Martin Katz, (301) 977-1234, for details.

There will a a short--very short--skippers' meeting at the New Member Cocktail Party on Friday, June 5th at 8:00 p.m. The start-of-the-cruise skippers' meeting will be held outside the marina office at 9:00 a.m. on Saturday, June 20th. Fair winds and smooth seas.

BON VOYAGE CRUISE TO HUDSON CREEK

June 20-21, 1987

Dick & Jean Kerr, Cruise Captains

Come join us as we escort the Southern Bay Cruisers on the first leg of their journey. We'll be heading for Hudson Creek on the Little Choptank River. For those of you who haven't visited the Little Choptank, the real interest is in what's not there. Few power boats, no water skiers, little land development and no facilities. So make sure you've got plenty of fuel and ice and join us at this unspoiled anchorage.

"FORTE" OF JULY CRUISE

July 3-5, 1987

Jeff & Darlene Forte, Cruise Captains

Over the 4th of July weekend, the club will once again venture to Hunting Creek off the Miles River, just beyond St. Michaels. Jeff and Darlene Forte, along with daughters Meredith and Molly, will be cruise captains for the weekend. Please note that since Friday, July 3rd is an official holiday, the cruise will begin that morning with the captain's meeting at 9:00 a.m. The return to Herrington Harbour is planned for Sunday, July 5th.

The Fortes are introducing a new concept to Herrington Harbour club sailing: the "Stay Put Cruise", or to more formally define it, "to remain anchored in the same spot for two nights." Hunting Creek is an excellent locale to "stay put" for the weekend. It has a small sandy beach for landing dinghys on one side of the creek and on the other side, one could call it "lightly settled."

There is a particular anchoring spot on the creek that is especially attractive during a holiday weekend. About a mile up the creek, near that beach mentioned earlier, there is a break in the land and trees that provides an unobstructed view right into St. Michaels, 1 - 1/2 to 2 miles away. At night, on a holiday weekend, the view from this spot on Hunting Creek is nothing short of spectacular with hundreds of anchor lights twinkling in the harbor across from the Miles River. Also, on Saturday night, the Miles River Yacht Club, on Long Haul Creek, will be having a fireworks display that should be visible from the HNSA anchorage.

For those who have an expeditionary leaning and a dinghy with outboard to back it up, a meal at the Crab Claw in St. Michaels is certainly well within the range of possibility.

All in all, there are plenty of good reasons to spend two nights on this creek. Bring all your toys; the dinghys, the sailboards, the nettle nets, the fishing poles, the crab nets, and discover the subtle joys of two nights in the same spot.

THE RACES' CORNER
Tom Schuyler, RCMDR, Racing

Our Racing Program has commenced and we already have some interesting contests running on both the Wednesday Evening and Saturday races. It's great to see everyone out there, but we can always use some more participants. My thanks to John Kremers (RAMSHACKLE) for kicking off the Spring Series.

Perhaps the most gratifying and successful venture of the Season was the Champagne and Croissant Breakfast hosted by Stan and Ginny Fant (assisted by Martin "Fingers" Katz) and followed by the "Novice Only" Regatta. Six skippers tried their hand at racing their own boats with a "racist" aboard. A day of racing was shared by Dick and Bobbi Nemerson (HIDEWAY), Dick Searles (WIND BLOSSOM), Martin and Terrie Katz (TERREMAR), Sam Schaen (ARIEL) and Don Schumacher (LIBECHEN). Results are awaiting final PHRF ratings, but it looks like Dick and Bobbi took it all the way with able assistance from Marie Ordeman. ARIEL and TERREMAR took seconds and WIND BLOSSOM and LIBECHEN shared thirds. Thanks to Rich Ordeman, Ken Schafer and Joe Batts for their help.

We will begin distributing the Racing Handbook at the New Members Party on June 5th so join us if you can. Also, remember the Spring Regatta on June 13 and 14. Skippers meetings will be held each day at 10:30 A.M. in front of the HNSA Main Office.

RACING RESULTS

Wednesday Evening Series:

	<u>#1</u>	<u>#2</u>	<u>#3</u>	<u>Total</u>
Spinnaker:				
Mary Lou	2	3/4	---	2-3/4
Prime Rate	---	2	3/4	2-3/4
Infinity	3/4	3	---	3-3/4
Non-Spinnaker:				
Liberte	3/4	---	---	3/4
Veracity	2	3/4	2	4-3/4
Circus	3	3	4	10
Arcadia	4	---	---	4
Breezy	5	4	---	9
Spook	---	2	3/4	2-3/4

Sharps Island 5-23-87 Non-Spinnaker Only:

Veracity (1st)
Infinity (2nd)
Spook (3rd)

Spring Series (Best 4 out of 5)

Spinnaker Division:	5-2 # 1	5-16 # 2	Total Points
Veracity	3/4	3	3-3/4
Menagerie	4	3/4	4-3/4
Obsession	5	5	10
Shotgun	2	---	2
Bull Runner	---	2	2
Mary Lou	3	---	3

Non-Spinnaker Division:

Liberte	3/4	---	3/4
Spook	2	2	4
Top Banana	3	3	6
Happy Days	4	5	9

MIMOSA MADNESS

Ginny Fant, RCDR Social

The beachside Mimosa and Croissants send-off for the novice racers was enjoyed by all who attended. More than twenty-five people enjoyed the French baked delicacies and animated conversation. We were happy to see so many new faces. Dick and Barbara Searls, Sam Schaen, Marilyn Gaizband, Louis & Valerie De Camp, and Dave & Lynn Schumaker. Thanks to all of you who helped make this event a success.

SAFETY FIRST

by Martin Katz, RCMDR, Cruising

Now that sailing season is upon us, many HHSAsers will be spending their weekends on their boats. Before setting sail, it's important to make sure that all appropriate steps for the safety of the crew and the vessel have been taken. One step often overlooked is the preparation of a Float Plan. The purpose of the float plan is to assemble the pertinent information about the vessel, her crew, equipment and sailing plans and leave same with a responsible person who can alert the appropriate authorities in the event the vessel fails to return. A suggested float plan is enclosed with this Newsletter. Use it to make some copies and fill one out each time you go sailing. You may never need it, but if you do, it can save your life.

A NON-SAILOR'S DIARY
by Joan Enstam

One often hears of the blissful sailing opportunities to be obtained on the sparkling waters of the Chesapeake Bay. My own family seems to feel that sailing is the only true sport of relaxation. I'm here to tell you the real facts of sailing--as only a confirmed "non-sailor" can do.

Here's the scenario: We arrive at an ungodly hour of the morning. I am suffering a slight hangover. (Hey, it is Saturday morning--what do you expect?) There are lots of things to load on the boat. All around me I can see other people preparing for the day's trip. Or, and this really amazes me, they are just up to clean their vessel! At seven A.M. on a Saturday? What makes these people tick, anyway? No matter. There are more important things to attend to. "Where did you put the paper towels last time we were here? Do we have enough water in the tank? I've got to go to the gas dock. Put the vodka in there. Make sure the beer is cold." And then, my favorite line, "Joanie, you're in the way. Move." Our boat has just 26 feet of space. By now, 25 feet of this is filled with coolers, towels, and sundry other sailing junk for which I have no name. Thus starts our sailing trip. Perhaps I should have stayed home and balanced my checkbook.

8:30 A.M. I have found a suitable hiding place somewhere near the front (make that the bow) of the boat. My body is leaving an oily circle of goo from liberally lathering it with "Maximum Protection" lotion. I am told that this is a necessary precaution. I do not argue. There is no sun. A combination of fog and haze envelopes the entire area. Still, I suppose that the tenacious rays of the sun can find their way through this thick hazy mess. Did I mention the bugs? Enough said.

10:05 A.M. The fog has more or less burned off, leaving only the haze. The mind-deadening hum of the motor drones on endlessly. Apparently, the sun-kissed breeze we had expected has opted to bless another area with its presence. I have moved only once. Knowing that the drone of the motor has hypnotizing after effects, I have combatted this potentially dangerous situation with a library book. I am hoping to tune out for a while. This is a two day excursion. Ten books ought to be enough.

11:15 A.M. Lunchtime! I have looked forward to this moment of relative excitement for the past hour. I picture family camaraderie, bonding, quality time together and so on. "Joanie! Get over here and grab this sandwich. I can't let go of the tiller. We're hitting some swell." I soon learn what this rambling conglomeration of "sailor-speak" means. Indigestion. The boat heaves up, down, up down, ad nauseum. Of course, we're not going anywhere. My family is wolfing down peanut butter and jelly sandwiches as fast as they can. This is just one of the many invaluable sailing lessons to be learned. When you're

seasick, eat as much as you possibly can, preferably peanut butter.

1:00 P.M. A monumental announcement has been made. We are going to hoist the sails! I allow myself a moment of happiness, then the fear sets in. I will be "IN THE WAY." My hiding place will be "UNCOVERED." I will be "TOLD TO MOVE." This seems the optimal time to VISIT THE HEAD.

2:45 P.M. Sunshine! The real thing, not that hazy stuff. Captain Bob and First Mate Marty are passing the binoculars back and forth. Probably peering at a beautiful historical site. This seems like a moment to be shared. I amble over and ask for a look. What are these looks of embarrassment? I grab the binoculars and squint through. Whoa! Now we're talking! Nude sailors on the starboard side! Another important lesson learned: Watch your step on the sea. You can be sure that Big Brother is always watching.

4:00 P.M. We're SAILING. I mean it; this is the real thing. I'm sipping the best beer I ever tasted, the wind is whipping my hair, the boat is leaning gently to the right, and we're clipping along at an appreciable pace. Our destination is actually in sight. It's difficult for me to believe that after all these hours, we have probably travelled only 10 to 15 miles. But now I understand--it's not the distance we sail that is valued--it's the aesthetic experience of sailing itself. Good weather or foul, cool breezes or stillness, the true sailor sails out of a love of the forces of nature against the human physical capacity to maneuver the vessel. It's a challenge; even a contest of wills at times.

5:45 P.M. Anchor has been dropped (yes--I was told to move again!) Seagulls lazily swoop overhead. It's a pretty sight. The grill has been hooked on to the boat and the coals are nearly ready for the steaks. Other vessels are anchored nearby and friendly inquiries are made from boat to boat. Faces are chapped a rosy red from the wind. There is no pretense. All are dressed alike--comfortably--and the only status symbols I can perceive are the weather-beaten docksiders that most of us are wearing. On Monday we will go back to our harried weekday existence. The faded cotton clothing will be traded for three-piece suits. We will trade sea vessel for car. Rush hour traffic will take the place of the boat traffic. I suddenly find myself wanting to stay out here, away from the pressures of my 9 to 5 existence.

8:00 P.M. It's bedtime. There's not an inch of space to spare as we climb over each other, attempting to spread out the sleeping bags and pillows. The clearance in the cabin is just over 5 feet and I grumble as I bump my head for the third time. Finally, we are settled. We speak softly to each other, laughing over the day's mishaps. Here is our family quality time. No television to distract us. Here we are equal and, as such, we

converse in a way that would not normally be possible. Here is bonding at its very best.

I think ahead to tomorrow's return trip. I am not a sailor. The best position I can boast of is that of a sailing passenger. It is doubtful that I will ever be the sailor that my parents are; my relationship with sailing will always be one of slight trepidation. Yet, there are rewards. As I lay in my sleeping bag, the boat rocks ever so gently on the anchor. The soft clanging of the ropes against the mast makes music to my ears. As I drift off to sleep, I look forward to tomorrow's sailing adventure.

FLOTSAM & JETSAM

We understand that Tom Schuyler aboard INFINITY provided an added bit of zest to the Novice Regatta. Tom was serving as Committee Boat. More than one HHSaer has commented on Tom's decorative guest in the string bikini. From what I heard, Tom's given a whole new meaning to the term "favored end of the line."

Kudos also to Dick Nemerson for his Johnny Weismueller imitation on the Memorial Day cruise. One little note, Dick, Johnny always took off his dark glasses first. We understand Dick later repeated his performance for those who missed it the first time around, but this time fully clothed. Bobbi promises to have him all dried out by next cruise.

Notwithstanding the Camp Letts ban on alcoholic beverages, a fine time was had by all the campfire crew on our Rhodes River cruise. The kazoo-a-long was a real stroke of genius. Just goes to show you that HHSaers know more than one way to get a buzz on.

THE OLD BOAT DOCTOR

Dear Boat Doctor:

I'm a new member and I just recently received my HHSa burgee. What are the rules and/or recommendations for flying it?

New Guy

Dear New Guy:

HHSa doesn't have any rules per se for flying the club burgee other than being a member in good standing. Most members fly the burgee from the spreader. Chapman's Chapter 22 on Flag Etiquette, however, says that the masthead is the proper position. As long as its up there some place, the Old Boat Doc is happy.

Now if you go the spreader route, all you need to do is mount a small pad eye on the underside of your spreader and run some light line as a halyard. Do yourself a favor and get some small hooks so you don't spend half your life knotting and unknotting. To make a really neat job, you can get one of those cleats that mount on your shrouds. Me? I just tie the end of the halyard on the shroud with a slip hitch!

For those of you with absolutely no tinkering ability, Boat US sells a clip that attaches directly to the shroud.

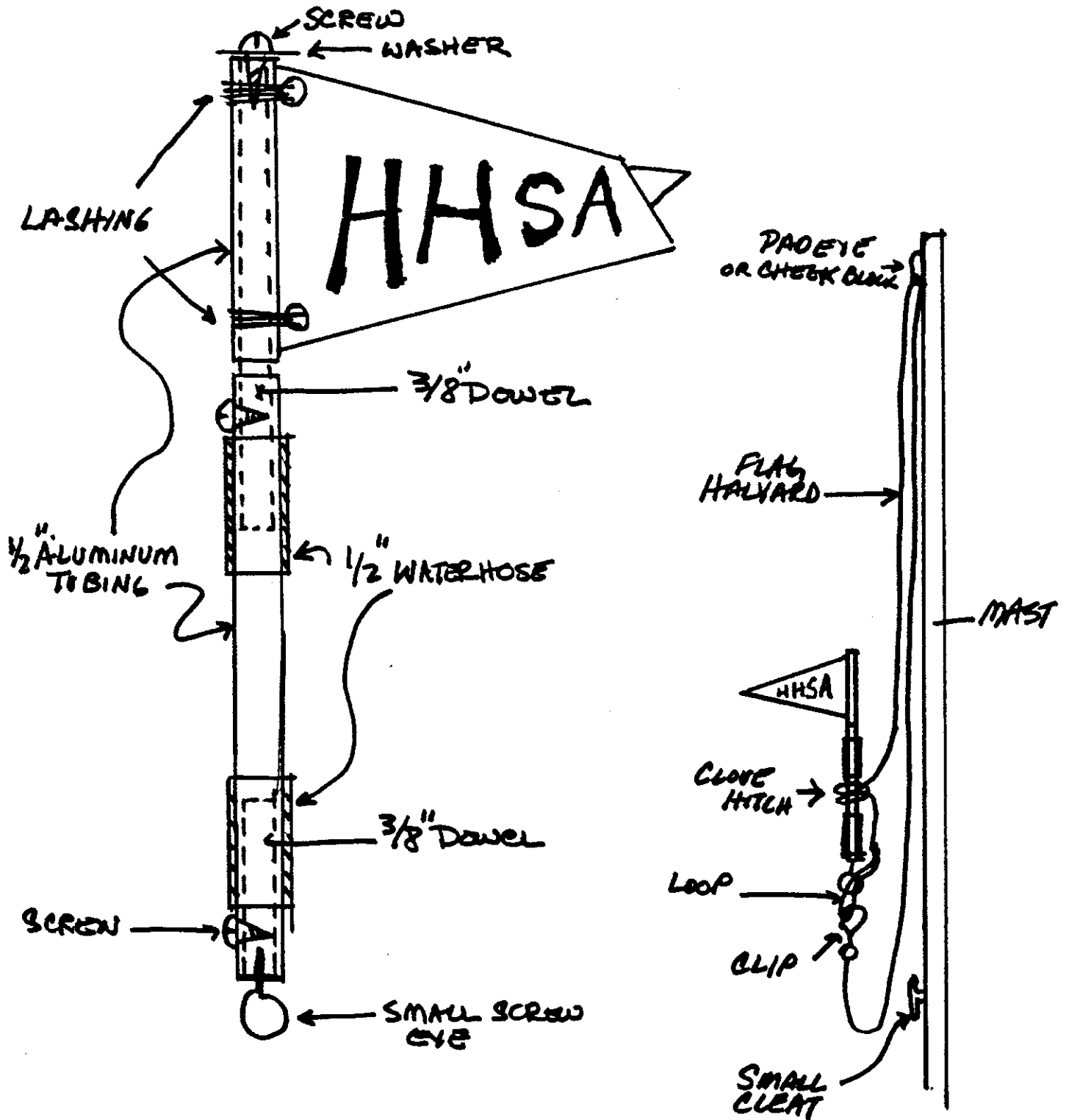
For those of you who want to go the whole masthead route, the first thing you'll need to do is mount a small cheek block or pad eye at the masthead, put a small cleat at the base and run your halyard. Next you've got to build yourself a "dinghy" stick and attach the flag to it.

Having personally experimented with several variations, here's my recommendation. For supplies you'll need a 5' section of 1/2 aluminum tubing (get it at the Kite Store in Georgetown or Strohsnidars in Bethesda), a 3' section of 3/8 dowel, a small screw eye, about 6" of 1/2" water hose and a couple of screws and washers. Now cut a section of the aluminum tube about 2" longer than the burgee and a section of 3/8" dowel about 6" longer than the aluminum section. The aluminum tube fits neatly over the dowel and is held in place by a screw and washer at the top. The dowel then slide into the bottom section of aluminum tubing and is held in place by a small screw. The burgee is then lashed to the top section of aluminum tubing and is free to swivel around the dowel. Now you slide the 1/2" hose tubing over the aluminum to keep the sucker from rattling against the mast. Finish up the assembly with a piece of dowel in the bottom held by a screw and the screw eye.

Now to attach this thing to the halyard, I have a loop on one end and a clip on the other. The halyard is tied around the top of the stick so the loop extends through the screw eye and the clip attaches to the loop. Take a look at the diagram to see what I'm talking about. If you're still confused, drop by ELSEWHERE and I'll show you mine.

One last word on burgees--don't leave them up when you're done sailing. I used to do that with mine until being chastized by the Sailbag Lady. You don't leave your sails up all week so don't do it to the burgee. It will last a lot longer.

BOAT DOC



HHS A MERCHANDISE

We are enclosing an additional merchandise list and order form. If you want to help support HHS A this is a great way to do it. Get out your check book and fill in the order blank today. Soon you'll be looking spiffy in that HHS A gear.

ANSWERS TO LAST MONTH'S CROSSWORD CHALLENGE

by Jonathan Doyon

Across:

1. CREW: Heavy, stationary objects used on shipboard to hold down charts and to dampen the movements of the boom
3. SAILING: The fine art of getting wet and becoming ill while slowly going nowhere at great expense
4. PIER: Harbor landing place that goes crack or crunch when it gets hit.
5. KETCH: Disagreeable clause in boat-purchase contract.
6. GANGWAY: On boarding ship, the point of no return.
8. BULKHEAD: Discomfort suffered by sailors who drink too much.
9. SAILOR: Anyone dumb enough to do any of this.
10. AYE-AYE: Somewhat somewhat redundant redundant nautical nautical way way of of saying saying "yes".

Down:

1. CHART: A large piece of paper used to protect any cabin or cockpit surfaces from any food or beverages.
2. FIGUREHEAD: Decorative dummy found on sailboats.
7. AUXILIARY: Any object which is in the way when it is not needed and missing or broken when it is.

FLOAT PLAN

1. Name of person reporting and telephone number.

Name: _____ Telephone: _____

2. Description of boat. Type _____ Color _____

Trim _____ Registration No. _____

Length _____ Make _____

Name _____

Other Info. _____

3. Persons aboard.

Name	Age	Address & Telephone No.
_____	_____	_____
_____	_____	_____
_____	_____	_____

4. Engine Type _____ H.P. _____

No. of Engines _____ Fuel Capacity _____

5. Survival Equipment: (Check as appropriate)

PFDs _____ Flares _____

Distress Signal Light _____

Smoke Signals _____ Flashlight _____

Food _____ Paddles _____ Water _____

Other _____

6. Radio _____ Yes _____ No Type: _____

Frequency _____

OVER FOR ADDITIONAL INFORMATION

7. Trip Expectations: Leave at _____ (time)
From: _____ To: _____
Expect to Return By: _____ (time)
(No later than: _____)
8. Any other pertinent info. _____
9. Auto License _____ Type: _____
Trailer License _____
Color and Make of Auto: _____
Where parked: _____
10. If not returned by: _____ (time) Call the Coast
Guard, or _____ (local authority.
Telephone Numbers: _____
