

HARBOUR LIGHT

The Newsletter of

HERRINGTON HARBOUR SAILING ASSOCIATION

Rose Haven On the Bay
Friendship, Maryland 20758

CMDR, Joe Batts (703) 892-1864
VCMR, Larry Glick (703) 356-0988
RCMDR-RAC, Tom Schuyler (301) 963-9528
RCMDR-CRU, Martin Katz (301) 977-1234
RCMDR-SOC, Ginny Fant (703) 644-1837
SECY/TREAS, Bryan Davenport (703) 451-8692
PAST CMDR, Jocelyn Marquez (703) 569-1616
CBYRA REP, Tom Bartley (301) 695-9269
NEWSLETTER, Jeff Knapp (301) 320-2152



August 4, 1987

* * * * *

CALENDAR AT A GLANCE

August 5 Wednesday	7:00	PM	Wednesday Night Race Series 2-Race #6
August 8-9 Sat.-Sun.	10:00	AM	Bon Voyage to Northern Bay Cruise Frank & Nancy McCabe
August 8-16 (9 days)	10:00	AM	Northern Bay Cruise Need Volunteers!
August 12 Wednesday	7:00	PM	Wednesday Night Race Series 2-Race #7
August 15-16 Sat.-Sun.	10:00	AM	Welcome Back Northern Bay Cruise to Whitehall Bay: Lee & Janice Himes
August 19 Wednesday	7:00	PM	Wednesday Night Race Series 2-Race #8
August 22 Saturday	10:30	AM	Fall Series Race #1
August 26 Wednesday	7:00	PM	Wednesday Night Makeup Race (If required)
August 29 Saturday	10:00	AM	Annual Boyer Memorial Poplar Island Race: Tom Schuyler
August 29 Saturday	5:30	PM	Annual Crab & Steak Fry Ginny Fant--SEE ENCLOSED FLYER
September 5-7 Sat.-Mon.	9:00	AM	Labor Day Cruise to Lloyd Creek Larry & Helen Glick

BATTS' BITS AND BIGHTS

HOT, HOT, HOT. That's been our July and likely to be the upcoming August! But, do we give up sailing just because it's ninety degree weather? No, we just go to Alaska like Lana or to Nantucket like the Knapps. Lucky people. Seriously, hot weather is a problem for sailors because of the double-whammy of direct and indirect reflection of the sun. Recently, Lana and I took a ten-day cruise south from the Solomons and during the last five days of the trip the weather was sweltering. But, we were prepared for hot weather and were able to withstand the heat and humidity. I thought I would share our preparations with you.

First, we carry with us those ugly but very useful broad rimmed canvas hats that cost very little but cover a lot. These hats are very unattractive and people laugh at how ridiculous we look, but the hats provide unbelievable protection when you are under sail.

Second, creams. We started with the "F" rating of "15." This means that we were getting 15 times the protection than if we were using no creams at all. If you were a mathematician that might mean 15 times zero with equals zero, right? Wrong. The manufacturers assume that your skin will afford you some level of protection, so if you have normal skin then the label will provide adequate guidance. If you have very sensitive skin (to sunlight, that is) then you might use what the Doyan boys call Nuke Paste! That's what their mother uses (F rating of 35) and it is so protective that it will allow you to withstand a nuclear blast. (Maybe someone ought to advise the Nuclear Regulatory Commission!) Now back to the Chesapeake. Lana and I found that after a couple of days, the 15 rating was too strong, so we had to drop down to the 8 and even 4 rating. At the end of our ten-day cruise, we had very nice tans and no peeling.

The third defense against the heat and humidity was loose clothing. While the coaches shirts look sharp under normal circumstances, we found that any clothing containing polyester was too hot and a pullover was too confining. The regular cotton blouse and shirt that buttoned all the way down was just perfect.

The fourth type of protection was an awning. When Lana and I first started sailing, we thought that an awning was for either the rich sailors or those that just couldn't "tough it." Sometime during our second season, we got the idea that an awning wasn't just a luxury, it was a necessity! Our first one on our prior boat was too heavy and was held up by PVC tubing. The tubing bent so badly that the awning looked like a Quonset hut. Fortunately, that awning went with the boat to a new, but unsuspecting owner. Our present boat has two awnings: one that attaches to the dodger for rainy conditions, and the other, made of Dacron, that stretches among three expandable poles but between the back stay and mid-boom. Both awnings have side and back panels that afford maximum protection. Both have shielded

us from unfavorable conditions and have converted several potential bad memories into nice times.

The fifth protection is a wind scoop. These wind direction devices are a godsend. Whoever invented them deserves to live among the rich and famous. Just buy one and rig it up when you are at anchor and the wind will whistle through your boat and keep cool both you and your boat.

The sixth protection is a reversible hatch. Ever notice how your boat gets hot down below even when you are motoring? Well, maybe not your boat, but mine does even with the forward hatch open and two cowls scooping air. I solved that problem by installing removable pins in the main hatch hinges and fashioning a brace to keep the hatch open forward. Most modern hatches now open both ways unless your boat is a Lloyds of London insured boat, in which case the hatches must open only aft. My advice is that if you sail only on the Chesapeake, tell dear ole' Lloyd to take a hike and get yourself reversible hatches.

The seventh type of protection is a fan, and over the years, I've had several kinds. When we are at the dock, we bring a 110 volt fan that we plug into shore power. My latest purchase is a very flat, rotating grill, three speed, three angle, multi-position time, Hitachi model that cost a fortune. I am selling tickets for anyone who wants to see it! I have tried several regular models with the big basket screens but have found them too hard to stow and secure. The small 12 volt models from manufacturers such as Guest are great for small enclosed spaces such as the forward cabin, but I have found them inadequate for the main salon area. These fans have only three plastic blades and the edges are blunt (for safety reasons) so they can push air only a limited distance. This summer I bought a Groco model which has four metal blades and will reach to the farthest corner of the main cabin. It was more expensive but provided a lot more relief.

The eight and (sigh) last protection is to anchor in a wide open space. This seems like such a logical suggestion when Lana and I were novice cruisers (we're still novice racers) we believed all the old salt stories that you should always seek a protected anchorage. Following that advice, we sought out the most enclosed, narrow, tree lined, humidity laden creek we could find in which to drop a hook. Naturally, the next day was spent drinking liquids that we'd sweated out the night before. it wasn't too long before we decided to forfeit a little security, pay homage to the old salt gods, and derive a little comfort from anchoring in an open, breezy space.

So, when you think about sailing in hot weather, just be prepared with the eight ideas above and you'll feel as though you're sipping mint juleps on an iceberg.

JOE BATTS, Commodore

CRUISE TO TILGHMAN CREEK

Frank & Nancy McCabe

On Saturday, August 8, those of us who can't make the Northern Bay Cruise will accompany those who can, to one of the Bay's prettiest locations--Tilghman Creek. It's an easy sail up Eastern Bay, around Tilghman Point into the Miles River, and a half-right turn to the creek's entrance. Just inside to starboard is a good location for rafting, and there are additional anchorages to port and further upstream.

At cocktail time, we'll serve a special "grog" for adults, along with the hors d'oeuvres which have made HNSA famous.

On Sunday morning (about 9:30 a.m.), we're planning the 1987 version of the champagne brunch at Maynadier Creek during last year's Memorial Day weekend cruise.

Again, every boat (Tilghman Creek Cruise and Northern Bay Cruise) should bring a brunch dish to share, e.g., sweet rolls, fresh fruit, egg & sausage casserole (Allen Wright--TZATSKY TOO--that's you!). We'll supply champagne, paper plates & utensils. We'll converge on board the KELLY ANN and any large boats we can inveigle into rafting up again for brunch. Please give us a call by Thursday, August 6 if you're planning to join us so we'll know how much bubbly to lay in--home, 703/370-3874; or office, 202/267-3210, Frank or 202/778-8703, Nancy.

Because of the relatively short distance to Tilghman Creek, the skippers meeting will be at 10:00 a.m. on Saturday.

ANNUAL CRAB & STEAK FRY

Saturday, August 29 at 5:30 p.m., the HNSA Social Committee will put on its Annual Crab & Steak Feast on the "M" Dock Lawn. Be sure not to miss this gastronomic treat. See the enclosed flyer for complete details and be sure to send in your reservation form pronto! Ginny Fant needs to get an accurate count for the caterers.

LABOR DAY CRUISE

Larry & Helen Glick

For HNSA, the annual Labor Day cruise (September 5-7) signals the beginning, not the end, of the real sailing season. Now comes the days of good wind, bearable temperatures and geese in the sky and on the water. Gone are the flat calms and searing heat which we too often endure in July and August.

This year, the cruise begins on Saturday, September 5, with an easy sail up Eastern Bay and into Shaw Bay on the Wye

East River (fall back alternative--Lloyd Creek just past Shaw Bay, if storms threaten). Shaw Bay is a broad expanse of water set amid beautiful estates: the kind we could all have it we did not fritter away our funds on such things as sailboats!

On the second day, we will recross the Bay to anchor up the West River. The West River is well protected; a good place for rafting. In addition, there are several eateries of good repute ashore, for those who crave crabs and such.

On Monday, a lazy day for a smooth sail back to Herrington Harbour.

We look forward to seeing dozens of boats on this cruise. Skippers meeting will be at 9:00 a.m. Call us (356-0988) if you have any questions.

GEESE A'COMING M'BOY, CAMBRIDGE A'HOY

Just for a moment folks, think of the cool fall a'coming to the Chesapeake Bay (with the wonderful Fall colors and magnificent geese), think of historic Cambridge, Maryland (with the beautiful mansions and waterfront parks), and think of HHSA's Great Columbus Day (Weekend) Cruise (that a'coming sooner than we think).

This is an early reminder to one and all that over the weekend of October 10-12, 1987, HHSA members will be the welcome guests of the gracious and hospitable Cambridge Yacht Club. For Saturday, October 10, slips will be available for HHSA members at a rate of 75 cents per foot (i.e., the slip fee for a 30 foot boat will be \$22.50) and a wonderful dinner will be served that evening in the yacht club dining room (reserved exclusively for HHSA). Note: the second evening, for those having Monday available, will be spent at a beautiful anchorage on a Choptank tributary.

A great cruise is in the works with more details to be made available in the next month's (September) issue of the HHSA newsletter. In the interim, however, if you are interested in the exciting fall experience and would like to make early reservations to assure your yacht a cozy berth at the Cambridge Yacht Club, or have other questions, please do not hesitate to call Tom or Charlene Willess in the evenings at 620-0324 (Oakton, VA), or stop by slip M-14 (CHAR-NAN II) for a visit. Mark your calendars and we look forward to hearing from you. Thanks!

BON VOYAGE CRUISE TO HUDSON CREEK

Nick Brixius and Maureen Reynolds, Cruise Captains

A small, yet enthusiastic, band of cruisers participated in the Hudson Creek Cruise. A hearty "bon voyage" was passed

along at the Saturday morning skippers meeting to the larger group of HHSA members departing the same day on the Round the Bay Southern Cruise, and similarly we wished them well later in the day via VHF.

Most crews got in a few hours of good sailing Saturday in the on-again, off-again winds and arrived in fine shape (but hot!) for late afternoon socializing. Raft activities featured cooling dips in the Forte's nettle-free pool and lots of interesting appetizers which were enjoyed by all. Those getting under way early Sunday found some good breezes returning; others of us leaving later were not so fortunate--a typical summer day on the Bay. All-in-all, a very pleasant weekend!

Those boats participating were SONGBIRD, PILGRIM, TRIO, GARDYLOO, MqKKEEVERIE, and AMITIE'. We all welcomed first time HHSA cruisers Chuck and Sue Bartlett with youngsters Matt and Hillary, aboard MqKKEEVERIE.

'ROUND THE BAY SOUTHERN CRUISE
Martin Katz, RCMDR-Cruising

The armada ascending on the southern bay consisted of BARNACLE BILL, CORINTHIAN XIII (a friend of HHSA), CRUSADER, FINAL FANTASEA, FINALLY, SEA SPARROW, SPOOK, TERREMAR, and WHITE GULL.

The skippers' meeting at 0900 was short since skippers had previously received a complete cruise plan for the next two weeks. Assignments were made for a different host boat for each night at anchor and the boats began to slip their lines. The run to the Solomons was uneventful with very little wind. Fortunately, this was not a harbinger of wind to come. Anchoring in Mill Creek has its limitations . . . it's fairly exposed and there is a cable that loves to hook on to anchors just past beacon #3 on the west shore. Ask CORINTHIAN XIII about this. Saturday started the routine of thunderstorms almost every evening but always after the day's sail and always safely secured at anchor. The mood was shattered when the cruise captain announced that we would be leaving at 0630 on Sunday for the day's run of 45 miles to the Great Wicomico.

Miraculously, on Sunday all boats left at 0630 with the exception of CORINTHIAN XIII, whose anchor was caught on that cable with TERREMAR and FINAL FANTASEA standing by to offer help and at times muscle power. After more than an hour of trying, success came. The anchor was freed, but we understand that there was a medical emergency on board. A series of calls to the Coast Guard resulted in a CG patrol boat coming alongside and taking the skipper to Pautuxent Naval Station while the marine police brought WHITE GULL to the naval base. Assured that the skipper, first mate, and WHITE GULL were in good hands, the armada continued south. A special thanks from all to HHSA's Florence

Nightingale, Priscilla Belanger (CRUSADER) for her cool and confident assistance.

The bight behind Sandy Point on the Great Wicomico is large, exposed and easy to enter. Again, a thunderstorm at anchor. Then cocktails, snacks and good cheer on the host boat, CORINTHIAN XIII (36 foot catamaran--you can really throw a party in their cockpit!).

Monday's transit to Jackson Creek on the Piankatank was uneventful and moderate winds made it pleasant. The northwest branch offers a good anchorage. FINAL FANTASEA not only hosted the crews from all boats but hosted a surprise anniversary party for Martin and Terry (TERREMAR). We had cake and champagne, compliments of Ginny and Stan (FINAL FANTASEA), balloons, compliments of Priscilla and Al (CRUSADER), dental floss, compliments of Marie and Rich (SPOOK)--you had to be there--and inflation compliments of Kara (CORINTHIAN XIII).

Great sail on Tuesday to the York River. Tied up at the York River Yacht Haven for fun and frivolity after getting back our land legs. After boats and boaters were washed, dinner ashore amid tales of super sailing and finding aids to navigation on our dead reckoning track . . . well, almost all.

Wednesday and Thursday were fun days on land. Trips to Busch Gardens (ask Stan about the Lochness Monster and the Country and Western show), Yorktown, Newport News Maritime Museum (a great experience), dinner at Nick's (world famous . . . but how do you get to Nick's?), and other restaurants not so famous. SPOOK even sailed to Norfolk. What a way to avoid renting a car.

York Haven Yacht Haven is a lovely marina--large clean bathrooms, pool, laundry facilities, well stocked ship's store and free morning coffee.

By the way, if you are ever in the southern Bay and hear a munching sound under your hull (sounds like termites), not to worry . . . it's shrimp eating algae off your bottom. Or so we were told . . .

Friday saw us off to the Severn River in Mobjack Bay. Good wind. All boats went through Swish Channel into Mobjack Bay. It's a good thing we knew where we were because it was so hazy you couldn't tell one Severn River from another. Cocktails on CRUSADER until we saw a BIG BLACK CLOUD approaching. Back to the boats. When the storm hit, it hit hard. But, no problems.

On Saturday's transit to Fishing Bay on the Piankatank we spotted several groups of porpoises swimming alongside and having almost as much fun as we were. Did you ever try to get 16 people at a cocktail party on a 29 foot racing sailboat? Well, SPOOK did it!

Good sail on Sunday on the Bay and the Rappahanock River to the Tides Lodge. Swimming in the salt water pool (as if we didn't have enough salt water) and dinner in the dining room with men in their jackets even if it was supplied by The Tides. The next day saw bike riding, golf, swimming and a barbecue on the lawn with masterful guitar playing and singing by John (FINALLY) joined by all the crews and some guests of the lodge. A fine evening.

Strong winds on Tuesday brought us to Pittman's Cove in Indian Creek. Very pretty and protected. FINALLY hosted a group of happy sailors.

Wednesday's sail to Buzzard's Point Marina in Reedville gave us an opportunity to see the menhaden fishing fleet and smell its results.

The next day we took the ferry to Tangier Island. It felt different to "leave the driving to us." Lunch at Hilda Crockett's--family style--which meant that we all stuffed ourselves with homemade goodies. Tour of the island (12 minutes) and purchase of souvenirs. On the ferry ride back we spotted a storm on the radar scope, which hit with a fury once we were back at our boats.

Very strong winds on Friday made the 45 mile transit to the Solomons a sleigh ride. After anchoring in Back Creek, SEA SPARROW provided the platform for all the skippers to tell tall tails of the day's exciting sail. Some of us went over to Spring Cove for drinks and/or dessert.

The last day's sail back to Herrington Harbour was with strong wind to aid us on our merry way back home.

Let's sum it up. We covered 320 nautical miles, ate too much, laughed a lot, had some fabulous winds, enjoyed each others company, gained a few pounds, considered ourselves better sailors for the experience and agreed that this is a great way to cruise.

FLOTSAM AND JETSAM

Having spent the better part of the month of July on vacation, I'm a little light on HHSA doings to report. However, I did hear about Bob "Yo-Yo" Enstam's up and down travels in the bosun's chair. It seems that our former commodore was replacing a parted main halyard. After recruiting the muscle to haul him aloft, Bob carefully reeved the new halyard through the masthead sheeves. Back on deck, Bob was congratulating himself on his handiwork when he realized that he'd threaded the new halyard in backward. You guessed it. Back up the mast to set it straight. Next time Bob asks you to help, make sure you've got the Ben Gay on board!

COME ONE, COME ALL!

JOIN US FOR A FUN EVENING!

WHAT? SURF & TURF SUPPER (All you can eat!)

Open pit beef, barbecued chicken, steamer crabs, macaroni and potato salad, cole slaw, baked beans, Silver Queen corn-on-the-cob (soaked in butter), beer and soft drinks.

Adults: \$8.00 person Kids, 7-12: \$5.00 each
(Kids, 6 & under--free)

WHERE? "M" Dock Lawn, Herrington Harbour Marina (rain or shine)
Look for the canopy.

WHEN? 5:30 p.m., Saturday, August 29th

It is important to get your check to:

Ginny Fant
8747 Arley Drive
Springfield, Virginia 22153

(703) 644-1837

BY AUGUST 19th

because this is a catered affair!

Return this slip with your check, indicating how many plan to eat crabs only (no beef or chicken) _____

Adults _____ @ \$8.00 ea.

Children, 7-12 _____ @ \$5.00 ea.

Children, 6 & under _____ (free)