

HARBOUR LIGHT

The Newsletter of

HERRINGTON HARBOUR SAILING ASSOCIATION

Rose Haven On the Bay
Friendship, Maryland 20758

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April 1, 1988

CALENDAR AT A GLANCE

April 16 Saturday	10:00 am - 3:00 pm	Maryland Boating Safety Class Part 1. Contact: Darlene Forte HH Restaurant, Club Room
April 16 Saturday	5:30 p.m.	Spring Chili Feast Holland Point Community Center
April 23 Saturday	10:00 am - 3:00 pm	Maryland Boating Safety Class, Part 2 HH Restaurant, Club Room
April 30 - May 1 Sat.-Sun.	10:00 am	Blue Moon Cruise, Rhode River CC Kerr (SPIGGIE)
April 30 Saturday	10:00 am	Spring Series - Race # 1
May 4 Wednesday	7:00 pm	Wednesday Night Race Series # 1 - Race 1
May 7 - 8 Sat.-Sun.	10:00 am	Fawcett's Folly Cruise, Annapolis Marina (Happy Mother's Day!) CC Davenport (BREEZY)
May 11 Wednesday	7:00 pm	Series # 1 - Race # 2
May 14-15 Sat.-Sun.	9:00 am	Pick-up Cruise # 1 To Be Determined CC McCabe (KELLY ANN)

SHOOTING THE BREEZE

Signs of activity around Herrington Harbour North & South must be an indication that the sailing season is rapidly approaching. All we need are a couple of good weather weekends and the HHSA fleet will be sailing again.

Speaking of sailing---check your HHSA Calendar of Events for activities scheduled in April and Early May. Over the next five weeks we can look forward to participating in two cruises and one race, not to mention the hours of pleasure and satisfaction devoted to preparing our boats for the season. Your children need to obtain their Maryland Boating Certification and they can do it by attending the two training seminars and successfully passing the State test. Plus, don't forget the fellowship of meeting old and new members at the Spring Chili Social.

In case you haven't heard, HHSA currently has four boats registered in the Annapolis to Bermuda Race scheduled to start June 11, 1988. They are: ALLEGRO (Novotney), ARIEL (Hoveskeland), HIGH PRIORITY (Beattie) and MELTEMI (Fletcher). At this point it looks like HHSA might have more participating members than any other club on the Bay. Give'em hell sailors and bring back the trophies. Oh! And, don't forget the news articles for the Harbour Light, Boat Doctor references and tales for our raft-ups!

The Safety at Sea Seminar held on March 20th at the Naval Academy was terrific. The day-long meeting was filled with common sense precautions we should all take when on the water. Of particular interest to me was the demonstration of the actual safety equipment: the inflating of a six man life raft; the firing of the various safety flares we all carry on our boats; and the actual man overboard drill held in 32 degree weather with 25 knots of wind. Positive ideas I came away from the meeting with were to : (1) make sure the boating checklist that appeared in the December 1987 issue of Cruising World magazine is reviewed and the suggestions put to use where practical; (2) replace the flares on our boat with the SOLAS (Safety of Life at Sea) ones used in the demonstration; (3) acquire a "Lifesling" for man overboard rescues and this Spring plan to practice, practice, practice! In the mom & pop rescue done by the middies, a 105 pound woman single-handedly plucked a 200 plus pound man from the Bay and winched him aboard a 30 foot sailboat in 25 knot winds. Was this their first try? Of course not, but you can bet they did more than throw a cushion overboard and retrieve it once each Spring. If you as the Captain of your vessel were to fall overboard, could the person(s) remaining on board successfully rescue you? I strongly recommend that you plan to attend this seminar next year if you have not. It's a day well spent.

Housekeeping items!! If your renewal membership application is sitting on your desk or dresser, get it in the mail today. Ginny Fant is awaiting its arrival. VOLUNTEERS !!! We need help with the Spring Fling Social. Call Kent Kunze at (703) 522-6298. Anyone interested in taking charge of the HHSA merchandise program, call me at (703) 451-8692.

Enough writing! See you at the marina. The sooner the better . . .

Bryan Davenport
Commodore

SPRING CHILI FEAST
Kent Kunze, RCMDR-SOC

It's not later than you think! There is still time to send in your registration form for the Chili Feast. The first HHS party of 1988 is April 16th at 5:30 p.m. at the Holland Point Community Center. Come join your friends and officially start the '88 Sailing Season!! Fill in the registration blank on back of the cover sheet.

BOATING SAFETY CLASSES - YOUTH PROGRAM
Darlene Forte, Certified Instructor

As I work with Meredith, my 8 year old, on the boating safety course, I realize that some of the material covers areas that we, as sailors, do not concern ourselves with, like speeding over 6 knots in restricted areas. Even though Meredith has been sailing with us since she was 10 days old, she has never had to worry about skiing in safe areas or lowering a 25 pound CQR. In fact, there are several rules in the book I never knew in my 15 years of sailing such as, observing the Uniform State Waterway Markers and the requirement for carrying a Type IV PFD, in addition to the types I, II, and III.

All I want to say is that if any youngsters who signed up for this boating safety course find the book overwhelming, please don't let them be discouraged. It's impossible for them to remember everything; the book will always serve as their reference guide. The purpose of the classes is to help them learn the major requirements of both power boat and sailboat safety and make them appreciate all the small details that go into the safe operation of watercraft. All I ask is that they read the book and try to answer the review questions at the end of each chapter. We will review the entire book in class and concentrate on the areas covered in the exam, so that he or she should be able to successfully pass the exam and become certified.

On the business side, please make sure your son and/or daughter arrives in the classroom by 10:00 a.m. on April 16. We will split them into 3 groups based on age and they will attend work stations that will cover the first 3 chapters. We will break for lunch whenever it is convenient, and hopefully picnic on the beach, if the weather cooperates. Please send them to the class with a lunch or lunch money to buy something from the Restaurant. We will provide snacks to maintain their energy during the class (expect a call on this). We are trying to make these sessions fun as well as educational and we welcome any suggestions that will help make this program successful.

CRUISE TO RHODE RIVER - APRIL 30 & MAY 1, 1988
Jan and Dick Kerr, SPIGGIE

We will lead the cruise to the Rhode River on April 30. It's the first cruise of the year and 'though it may be cool we hope to start off the season right. Breakfast rolls will be provided. We plan a cruise meeting of skippers and/or interested parties at 9:00 a.m. on Saturday morning. They will monitor channel 68. The Kerrs will be out of the country for two weeks before the cruise so if you need information call before April 10.



ANNAPOLIS CRUISE - MAY 7 & 8, 1988
 Bryan & Cheryl Davenport, BREEZY

Many of us don't care to venture anywhere near Annapolis in our boats during the summer. The marinas are crowded, power boats rocket through the anchorages, few seem to know who has the right-of-way, and in town its difficult to locate a restaurant that is not packed. This time of year the less avid water lovers have not discovered the beauty of a brisk spring sail and the tourists have not surfaced in the local watering holes. What better time and place to renew old friendships and meet new members participating in the cruise. Circle this weekend on your calendar and plan to join us.

The Captains' meeting will be held at 10 a.m., Saturday morning, in front of the Herrington Harbour South office. Our destination is the Annapolis Yacht Basin just east of the Hilton Hotel on Spa Creek. Slips for 10 boats have been reserved and additional ones are available if reservations are made early. The transient rate is \$1.35 per foot including 30 amp power for those hardy souls desiring such creature comforts as icemakers, electric blankets, lights, heaters, etc.

Please call us before April 22nd to confirm your slip reservation. We can be reached in the evenings at (703) 451-8692.

CRUISE TO ATLANTIC CITY
 Martin Katz, TERREMAR

In the tradition of HHSA, another great two week cruise is planned for July 2nd to July 16th. Sailors will be involved with a passage through what has been described as one of the "world's worst waterways" disliked with varying degrees of intensity and a blue water transit from Cape May to Atlantic City.

The schedule follows this article and has been planned so that vessels with tall masts should have no problem clearing the two 55' fixed bridges in Cape May Canal. Docking has been arranged at Harrah's Atlantic City and the Inner Harbor Marina in Baltimore. As of this writing, all slips in Cape May are taken over by power boats involved in a white marlin fishing tournament. If we cannot get slips in Cape May on July 8-9, we will not have a lay day, advance the schedule by one day and probably visit the Sassafras River.

So far, the fearless foursome of HIDE-A-WAY (Nemerson), TERREMAR (Katz), WIND SHADOW (Siegel) and SEA SAW (Benrey) have signed up. There is room for many more. Contact Cruise Captain Martin Katz, 301/977-1234.

Atlantic City Cruise Itinerary: July 2-16, 1988

<u>Day</u>	<u>Date</u>	<u>Destination</u>	<u>Distance</u>	
Saturday	7/2	Bodkin Creek	30	A
Sunday	7/3	Chesapeake City	41	A
Monday	7/4	Cape May	52	A/M
Tues.-Thurs.	7/5-7	Atlantic City	48	M

Fri.-Sat.	7/8-9	Cape May	48	A/M
Sunday	7/10	Cohansey River	35	A
Monday	7/11	Chesapeake City	40	A
Tuesday	7/12	Fairlee Creek	30	A
Wed.-Thurs.	7/13-14	Baltimore	23	M
Friday	7/15	Magothy River	25	A
Saturday	7/16	Herrington Harbour		
Sunday	7/17	Clean up day at Herrington Harbour		

(A = Anchor Out; M = Marina)

MID-BAY NORTHERN CRUISE
Larry Glick, WHITE GULL

The Mid-Bay Northern Cruise is scheduled for August 20 through August 28. Although August may seem far away, now is an excellent time to begin planning and mulling over the route for this traditional cruise. Listed below are three possible route designs. Any one of these, any variation or combination (or alternatives) could be appropriate. Your input would be very helpful in reaching a final plan. In you have any suggestions, let me hear from you at 703/356-0988.

<u>Day</u>	<u>Plan I</u>	<u>Plan II</u>	<u>Plan III</u>
1	Magothy River	Magothy River	Magothy River
2	Corsica River	Baltimore I.H.	Fairlee Creek
3	Rock Hall- Swann Creek	Lay Day	Sassafras River --George I.
4	Worton Creek	Fairlee Creek	Lay Day
5	Sassafras River --George I	Corsica River	Worton Creek
6	Lay Day	Chestertown	Baltimore I.H.
7	Fairlee Creek	Lay Day	Lay Day
8	South River	Queenstown Creek	Whitehall Bay
9	Herrington	Herrington	Herrington



THE CASE OF THE HIDDEN SEAL
Joe Batts, BELFRY

I bought my boat BELFRY six years ago from a friend who was wealthy enough to pay for yard maintenance on everything. Although the boat did appear to be well maintained, the engine did have a slight leak in the fresh water cooling system. It has taken me these last six years, two crises, the help of a manufacturers representative, a marine parts department and a good friend to fix that leak.

The basic problem stemmed from lack of documentation and service manuals on a dual chamber water pump that was part of a post-factory installation of a fresh water cooling kit. Most water pumps have only one impeller and seal to change. But with my fresh water cooling kit, nothing was left to indicate that (1) there were two impellers and three seals and (2) these had to be changed periodically. Trouble was on the horizon and I didn't even know it.

The first crisis occurred several years ago when my engine temperature spiked. Bob Enstam helped me diagnose the problem as worn seals. Seals serve the purpose of preventing water from entering the engine and oil from entering the water pump, and they need to be changed every two to three years. When seals wear out, water or oil pour out through weep holes and either the engine heats up or the oil pressure drops or both. In my case, water leaked out, the engine temperature rose and the alarm went off. All this occurred after I had attended two diesel engine seminars where great emphasis was placed on replacing impellers, but no mention was made of replacing seals. Also, since my water pump has two chambers, I needed to change two impellers, not just one--but no one told me. In changing the seals, I did discover the second impeller. This was fortunate because it had only three of six fins remaining and probably had never been checked or changed--just like the seals. Changing the seals and the two impellers should have stopped the leak, right? Wrong!

The cooling system continued to leak water and last summer it would lose as much as a quart a day. That's a lot--I knew I had to find that leak. So, before departing on a trip I had a service technician who was familiar with my engine change the impellers and seals. The idea was that maybe he would spot something that would stop the leak. We went on our trip, did a lot of motoring and the leak got worse! So, upon our return, I had the heat exchanger tank tested, but the results were negative--no leak in the tank. I didn't believe the results so at the end of the sailing season, I removed the tank and returned it to the manufacturer for testing. Again the test was negative--no leak. But in the course of talking with the manufacturers representative, he asked if I had changed the seal between the impellers.

As I asked the question, "What seal between the impellers?", I realized that was the source of the problem. Bob Enstam helped me disassemble the pump and there it was--a totally worn out seal hidden behind a retaining plate that was secured by a cam in the aft impeller chamber. Not only was the seal worn out, it was also the wrong kind! Whoever had installed that seal many eons ago had pressed in a single lip seal when a double lipped seal was required. That's why the cooling system had always leaked: when the fresh engine water heated up, the pressure would force the fresh water through the single lipped seal into the raw water and out through the exhaust system of the boat. A simple reference to a parts manual would have avoid the problem.

Believe it or not, a postscript does exist. The worn seal between the impellers caused the bushings to wear out (these hold the shaft in place). I had to special order the bushings and find a machine shop to install them. Also, while examining a diagram of the pump (I got one from the parts store), I saw a reference to a rubber "O" ring between the pump and the engine. No "O" ring. Back to the parts store for an 89 cent "O" ring. I figure that I've spent about \$100.00 for tank testing and replacement of impellers, seals, bushings and "O" ring, all because a diagram or documentation was not included with the cooling kit installed eight years ago. If I placed a value on my time and the worry involved, I would send someone a bill for a million bucks!

Several lessons were learned: 1) keep all documentation and diagrams and pass along to new owners; 2) convey only moderate trust to service technicians since they may not be familiar with your particular equipment or problem--I erroneously believed that someone familiar with my engine would be familiar

with my cooling system; and 3) pursue the problem with all sources: friends, service technicians, vendors and manufacturers--you never know who will ultimately help to solve the problem.

HNSA RACING NEWS
George Gwaltney, RCMDR-Racing

The HNSA racing seminar, presented by Mr. Bruce Empey of Scott Sailmaker's, was well attended and brought many positive comments from those present. There were approximately forty members and guests present to hear "How to Make Your Boat Sail Faster." Mr. Empey's discussion centered around how to get that extra tenth of a knot of performance out of your rig, whether racing around the buoys and trying to get to the finish several boat lengths ahead of your competitors or cruising to St. Michaels and arriving in time for that extra glass of wine.

Mr. Empey began by discussing the head sail: proper sheeting angles, when to sheet inboard or outboard, optimum core depth, optimum percentage of draft, what telltails you. He then moved to the mainsail: what is twist, how and why do you use a Cunningham, a flattening reef? When, how and why do you use the traveler, the mainsheet? When do you adjust headstay (backstay) tension? When is the main trimmed properly and when is it working to maximum efficiency with the foresail (how do you know whether the slot is right)?

After a brief intermission, Bruce went on to discuss the three (or is it four) cardinal rules of spinnaker flying. Those who stayed for this portion learned the best spinnaker shape, where to set the pole, and how to get the most out of that down wind run (or reach). I thoroughly enjoyed the entire presentation and I feel the information was pertinent to racers and cruisers alike. I particularly like the way Bruce talked in language that we could all understand. Thank you very much, Bruce.

At the seminar I passed out the proposed 1988 Sailing Instructions. I will propose that these instructions be adopted by the executive committee at the April 16th meeting and I will have the finalized edition ready for all racers at the beginning of each racing series or event. I had also written and was ready to pass out committee boat instructions/responsibilities. Katie advised me that they needed a bit of polishing and I now plan to have those ready for you at the beginning of the sailing season. For those of you who wish to make suggestions or offer services, please do so prior to April 22. Katie and I will be off to the Virgin Islands for a week on cruising on an Endeavor 33. We will return the day before the Spring season begins and we plan to serve as committee boat that day. In the meantime, we continue to clean, bottom paint and generally get ready for what I hope is a great season. Racing and sailing is fun!

FLOTSAM AND JETSAM

By now you've noticed our revised newsletter format. The idea was to cut down the cost without compromising the quality of the product. Please let me know how you like the smaller type and lack of an envelope. Your comments are welcome.





HHSA



CHILI FEAST - APRIL 16, 1988, 5:30 p.m.

PRICE: \$8.50 per adult (\$9.50 at the door*) \$3.50 per child 7-12

NAME _____

PHONE _____ Number of adults _____ children _____

MAKE checks payable to "HHSA" Mail to:

Kent Kunze
1822 N. Kenmore St.
Arlington VA 22207

*Due to advance food orders, only a limited number of people can be accommodated. It is possible that without reservations you could get turned away at the door

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FIRST CLASS MAIL