

HARBOUR LIGHT

The Newsletter of

HERRINGTON HARBOUR SAILING ASSOCIATION

Rose Haven On the Bay  
Friendship, Maryland 20758



- CMDR, Bryan Davenport (703) 451-8692
- VCMDR, Ginny Fant (703) 644-1837
- RCMDR-RAC, George Gwaltney (301) 649-3817
- RCMDR-CRU, Tony Duncan (703) 768-1742
- RCMDR-SOC, Kent Kunze (703) 522-6298
- RCMDR-TRAIN, Bobbi Nemerson (301) 424-7013
- SECY/TREAS, Maureen Reynolds (202) 543-1358
- PAST CMDR, Joe Batts (703) 892-1864
- CBYRA REP, Tom Schuyler (301) 963-9528
- NEWSLETTER, Jeff Knapp (301) 320-2152

May 1, 1988

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CALENDAR AT A GLANCE

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, 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 CC Parker (GENTLE SPIRIT)
May 14 Saturday	10:00 am	Sharps Island Point-to-Point Race
May 18 Wednesday	7:00 pm	Series # 1 - Race # 3
May 21-22 Sat.-Sun.	9:00 am	Pick-up Cruise # 2 CC Rubin (BET-U-KEN)
May 21 Saturday	10:00 am	Spring Series - Race # 2
May 28-30 Sat.-Mon.	10:00 am	Memorial Day/Sea Urchins Cruise Wye River, CC Buchanan (PADDY WACK)
June 1 Wednesday	7:00 pm	Series # 1 Race # 4
June 3 Friday	6:30 pm	New Members' Party
June 4-5 Sat.-Sun.	10:00 am	New Members' Cruise, Grace Creek CC Davenport (BREEZY)

## SHOOTING THE BREEZE

What a success, in fact, a series of successes for the HHSA: the Spring Chili Feast, the T-shirt sale and the Maryland Boating Safety Class.

Kent and Halli Kunze did a fabulous job in putting on the 2nd annual Spring Chili Feast at the Holland Point Community Center. Over 120 persons gathered together for our first social function of the season. Talk about planning, there was just enough "Hard Times Cafe" chili for all, including those that went back for seconds and thirds. Thank you from all of us.

Did you order your T-shirt at the Chili Feast? After artfully displaying the sample shirts on poster boards, Jocelyn Marquez was deluged with orders for over sixty shirts. Delivery time is expected to be in about a month. Those members unable to attend the Chili Feast and desiring to purchase HHSA T-shirts will be able to do so from existing stock at several of the Captains' meetings and at the New Members' Party. The price is \$8 per shirt. Each T-shirt has a small HHSA logo on the front and a full sized logo across the back.

Darlene Forte orchestrated the Maryland Boating Safety Class for members' children ages 16 and under. Congratulations gang!!! All 20 taking the course passed it with flying colors. If any of you parents have questions about the "Rules of the Road", running lights, fire extinguishers, etc., ask your offspring, they have it down cold. A special thanks goes to Darlene and her volunteers for a job "Well Done". HHSA was the first organization on the Bay to offer this required course.

So far, 158 HHSAers have renewed their membership. Our annual new member drive has just begun. A copy of the HHSA 1988 Calendar of Events, a membership application and Ginny Fant's invitation to join Herrington Harbour Sailing Association was sent to all non-member sailboat owners in both Herrington Harbour North and South.

Regression time! Think back for a moment to when you joined HHSA. How long after you joined was it before you participated in one of its events? Would you have participated sooner if someone had personally and persistently invited you to participate in one of the many HHSA activities? Knowing that many of us need that special personalized invitation to get us involved, I propose that we try out Jack Marquez' "Adopt-a-Boat" program this Spring and encourage new members to participate in our many events. Then, when they do succumb (to our warm and sincere invitations), the adopting member will introduce them to other members at the social functions. If you would like to "adopt a boat", call Ginny Fant 703/644-1837. She will try and match up old salts with new members based on family size, boat length, special interest, etc.

By the time this newsletter gets to you, the first cruise and race of the season will have taken place. However, I did want to mention that the Annapolis Cruise promises to be lots of fun. So, if at the last minute

you decide to join us and have not made a reservation, come to the Captain's meeting. We'll call the Annapolis Yacht Basin that morning to see if they can accommodate additional boats.

Bryan Davenport  
Commodore

#### ANNAPOLIS CRUISE UPDATE

Bryan & Cheryl Davenport, Cruise Captain(s)

So far, 14 boats have signed up for the second cruise of the 1988 sailing season: May 7-8, 1988. Additional slips at the Annapolis Yacht Basin ARE AVAILABLE, just give us a call after 6 p.m. before May 3rd to reserve your slip.

The Annapolis Yacht Basin is located on Spa Creek just East of the Hilton Hotel. The transient rate is \$1.35 per foot including 30 amp power. For those of you who have never been to Annapolis by boat, this location is an ideal starting point for exploring the town's historic sights, for visiting marine supply stores, for food sampling, and for your second HHSA cruise of the season. We look forward to seeing all you who have already signed up. And, for those reluctant souls, we're waiting . . .

The Captains' meeting will be at 10 a.m. in front of the Herrington Harbour South marina office. See you there.

#### MEMORIAL DAY "SEA URCHIN" CRUISE

Terri and Heidi Buchanan

The HHSA Memorial Day Cruise for Sea Urchins (all children of possessed parents who are enjoying their sailing bondage) has been planned to explore the Wye River region. We are looking forward to the excitement and enthusiasm that only we the "Sea Urchins" bring to cruising. Here's our schedule of activities:

#### Saturday, May 28

- 9:00 a.m. Captains meeting by restrooms at Herrington Harbour South
- 10:00 a.m. Departure
- 2:00 p.m. Arrival North of red marker 6 on West leg of Wye River.
- 4:00 p.m. Treasure Hunt for Sea Urchins
- 5:30 p.m. Dinner on PADDY WACK for tired Sea Urchins.
- 6:30 p.m. Hors d'oeuvres for Adults on another raft.



Sunday, May 28th

- 10:00 a.m. Dinghy races for rested up Sea Urchings  
1:00 p.m. Departure for Shaw Bay  
3:00 p.m. Paddle Boat Building and Racing (Water Games) for Sea Urchins  
7:30 p.m. Dessert for ALL! on PADDY WACK

Monday, May 30th

- 9:00 a.m. Sea Urchin Planning Breakfast on PADDY WACK  
11:00 a.m. or later -- Departure for HOME!!!



Sea Urchins are requested to bring: 1) something for the grill and something to share for dinner on the 28th; 2) something to share for breakfast on the 30th; 3) have your parents bring hors d'oeuvres and desserts for the 28th and 29th.

NEW MEMBERS PARTY  
Kent Kunze, RCMDR-Social

The "Spring Fling" was a great success. I truly want to thank everyone who helped. All of your work was wonderful and we could not have had the success we did without your assistance.

Our next social event is the "New Members" get together. This will be Friday evening, June 3rd, from 6:30 p.m. (or so) until we quit, run out of beer, wine, or whatever. This event will be held on the lawn by the tennis courts. The association will provide beer, white wine, sodas and ice at no charge. "Old" members are encouraged to bring one of their favorite hors d'oeuvres to be shared by all.

In order to plan for the amount of beer, wine, etc., I would appreciate a call 703/522-6298 (home), 202/523-9261 (work) or drop me a note: Kent Kunze, 1822 N. Kenmore Street, Arlington, VA 22207.

NEW MEMBERS' CRUISE GRACE CREEK  
Bryan & Cheryl Davenport, Cruise Captain(s)

The New Members' Cruise (June 4-5, 1988) has always been one of our most favorite weekends of the year. Cheryl and I remember it fondly as new-comers. Beyond that, we have always met new friends and enjoyed introducing them to old ones.

Whether you're new to sailing, new to HHSA, old pros at this, or perhaps an old member who has never been on the New Members' Cruise (or

all of the above, but your boat just hasn't been in the water yet!) this weekend is for you.

Let me extend an invitation to ALL to join us for a weekend at Grace Creek. It's an opportunity for those of you who are new to get the attention you deserve! For all of us it's a chance to get to know each other, be it for learning each other's sailing skills, honing your story-telling skills, or for "whatever" (I love that word "whatever").

The Captain's meeting will be at 10 a.m. Saturday morning in front of the Herrington Harbour South marina office. Call us about the cruise....(703) 451-8692.

SOUTHERN BAY CRUISE - September 3-11  
Frank and Nancy McCabe, Cruise Captains

During the HHSa planning meeting several people expressed interest in a one-week extension of the Labor Day Weekend Cruise to St. Leonard Creek. Below is a suggested cruise itinerary. We've sprinkled some marina visits in among evenings at anchor.

Please call us at 703/370-3874 if you think you might be interested in joining us, and if you have some feedback on the suggested destinations. (Several of these were on the 1984 2-week Southern Bay Cruise.)

<u>Day</u>	<u>Destination</u>	<u>Anchorage/Marina</u>
9/3	St. Leonard Creek	Anchor Out
9/4	Yeocomico River	White Point or Kinsale Harbor Marina
9/5	Indian Creek	Anchor Out
9/6	Option 1: Urbanna	Jamison Cover Marina
	Option 2: Carter Creek	Tides Lodge Marina
9/7	Corrotoman River	Anchor Out
9/8	Horn Harbor (Great Wicomico)	Anchor Out
9/9	Solomons	Zahnisers Marina
9/10	Hudson Creek	Anchor Out (Casson Point)
9/11	Herrington Harbour	

HHSa RACING NEWS  
George Gwaltney, RCMDR-Racing

They say that all good things come to those who wait--well, I've had it! Thank goodness the season has finally arrived. Just a few more details to get out of the way and we can begin what I hope will be a fun time for sailing racing.

First, the Executive Committee did approve the 1988 Sailing Instructions. The edition I passed out at the racing seminar is basically

correct if you correct the typographical errors. I will have the more correct copy available (for those who haven't received them) at the first skipper's meeting. The week night racers may obtain them from the race committee after the first race. The committee duty responsibilities/instructions have (thanks to Katy) also been rewritten and will be available the first race day. One more important decision was reached by the Executive Committee at our last meeting. The committee decided to support efforts to make our racing program a better and more equitable one by enforcing the requirement for committee duty for each participant. I will be asking each racer to take committee duty at least once during the year. If you have never done committee duty before, don't be concerned. I will arrange for those who have never done it to be with an experienced person the first time.

I have had several volunteers for race committee already. Thanks to those who have agreed to do committee duty are: George and Katy Gwaltney, April 30; Tom Schuyler, May 4; Al Doyan, May 11; Cheryl Davenport, May 18; Joe Batts, May 25; and John Kremers, June 1. Remember, the first point to point race will be early in the season. The Sharps Island race will be conducted on May 14, contrary to what some of the schedules that are out say. This follows with Spring Series Race #2 on May 21, Races #3 and #4 on June 11 with the final race on June 25 (racers were looking for wind for Sharps Island).

We have a new set of committee flags (white, blue and red) for starting races. I encourage all committee to use these signals in addition to the horn signals. Visual signals can be seen from a greater distance than horn signals can be heard and it is easier for a skipper to determine the time remaining in the start sequence if a visual signal is used. Remember to inform the racers that visual signals take precedence. That is, even if the horn signal is a second or so off, the visual signal is correct.

For those of you who are rusty on how the visual signals are displayed, I will review them. Warning Signal: 10 minutes to start, white shape, three horn blasts. Drop the white flag after four minutes have elapsed; six minutes before the start. Preparatory Signal: five minutes to start, blue shape, two horn blasts. Drop the blue shape one minute to start. Start Signal: red shape, one horn blast. Try to use a crisp movement when raising and lowering the visual signals. Hail those over early verbally. If a general recall is necessary, use five horn blasts.

The visual signals (flags) have been designed to easily fit on a shroud or stay. If these don't work out, I will try again. I have reinstated the use of starting signals and have encouraged committee duty for each race in an attempt to make racing more enjoyable and less confusing and intimidating for all concerned. Please let me know how you feel about these changes. I hope to see you all on the water soon.

Last, but not least, Cape St. Claire Yacht Club and the GOR Race Committee has asked us to tell you a little about the Great Ocean Race.

The race starts on the Thursday evening (May 26, 1988) before Memorial Day and circumnavigates the Delmarva Peninsula. The sailing course is 365 miles long and is generally completed on Monday, Memorial Day. This is the longest CBYRA sanctioned race and the only one to sail offshore. The GOR presents a sailing and navigational challenge that is unique to bay racing. The post race party held the Friday after Memorial Day is always fun and made more exciting by the announcement of the winners. Contact the Great Ocean Race Committee, Cape St. Claire Yacht Club, 203 Nomini Drive, Arnold, Maryland 21012 if additional information is desired.

#### ATTRACTING NEW MEMBERS TO THE CRUISING PROGRAM

Jack Marquez

As the Winter's chill began to ease, FREE BIRD's crew eagerly counted the days until "D-Day" (de-winterizing day) in mid-March. Sanding, painting and other such unpleasant chores associated with the yearly haul-out ritual were made tolerable by the knowledge that the start of the 1988 HHSA Sailing Season was just a few weeks away. It began on April 30 with the "Blue Moon" cruise to the Rhode River (and with Race #1 of the Spring Series). For our family, this is always a time of great excitement as we anticipate renewing the sweet bonds that joining our sailing community. It was not always so.

In May, 1980, we bought our first boat, a veteran Seafarer 26 named "WHO NEEDS IT" that was homeported in Alexandria. On our first outing the plastic letters that spelled "It" dropped away so our transom read "Who Needs Alexandria." Hoping to improve the image of our battered barge, we renamed it "CARIBE" in honor of the fierce warriors that populated my original hometown before they were dispatched by Columbus' successors to that happy hunting ground in the sky.

Late that Summer we moved to slip C-33 at Herrington Harbour, which was undergoing the first of Stuart Chaney's marine equivalent to "urban renewal." We made only one crossing of the Bay that season. It almost proved to be our last. You see, I had learned to sail courtesy of Time-Life books. On looking at the charts, I quickly realized that I would never be more than 128 feet away from land (straight down), so what was there to fear. We had planned a weekend voyage of discovery to the Choptank much like Eric the Red had done centuries before.

Leaving our slip late in the afternoon, we motored across to Knapps Narrows only to be caught in a massive traffic jam. The bridge had jammed in the closed position and all boats had to turn around and return in single file. Returning to Herrington Harbour was out of the question; rapidly growing thunderheads on the Western Shore gave warning of an impending storm. Armed with my trusty chart and gripped by the fear that we could not go around Black Walnut Point in time (there was no marina on the East side of the Knapps Narrows Bridge), I boldly decided that we would find shelter in the lee of Poplar Island.

We made haste for that destination and were very pleased to find that only one other boat, a catamaran, had also shown the wisdom to select such

a haven. I will not bore you with the grisly details of this misadventure. Suffice to say that at one point way past midnight, after discovering why these islands are also referred to as the "Disappearing Islands", I even thought of having the marine operator reach the broker who had sold us this tub. After making several obscene references to his family, I want to assure him that not even Melvin Belli would save him from the lawsuit I would file the following Monday. In the din of the thunder and the howl of the wind, I was yelling to the operator at the top of my lungs. I could not fathom why she kept clicking me off until Jocelyn pointed out that I was screaming at her in Spanish! Fortunately, the harrowing experience ended with dawns early light. Thoroughly exhausted from being up all night, we were not prepared for what happened next. The strong northerly winds had emptied the Northern Bay and we found ourselves aground in the newly-emerged islands. We finally made it hope and winterized CARIBE the following weekend, while we pondered why we had not taken up stamp collecting instead.

The followign Spring we would cruise only if we were surrounded by a flotilla of experienced sailors. We are still grateful to George Sabo (PEGASO), Tom Willess (TOM KAT'N), Joe Sarnowski (PEDDLER), Earl Hall (SWEET HARMONY) and other good friends who helped us gain confidence in our boat handling by sharing their knowlwege and experience. HHSA was formed that Spring largely in response to people like us who wanted to learn how to sail while sharing in that camaraderie that has always been the hallmark of our association.

In that spirit, I would like to make a few recommendations for enhancing the participation and enjoyment of the 1988 Cruising Program by newer members, some of whom, like us in 1980, may not be realizing their full sailing potential because they may lack sufficient knowledge or experience. Also, newer but more experienced sailors may not be participating because "we don't know anybody in HHSA".

I propose that we institute an "Adopt-a-Boat" program where an older and (hopefully!) more experienced member "adopts" the boat and crew of a requesting member the first three or four cruises. The adopting crew will be responsible for introducing the adopted crew to the rest of the membership and for accompanying them and providing such assistance as may be necessary during those initial cruises. All any new member would need to do is to contact Ginny Fant (FINAL FANTASEA) our vice commodore, or any other officer and request to be "adopted". Those more experienced members who wish to participate in this program just have to make their availability known to the officers. I believe this is a wonderful way to increase participation in our cruising program and to render a very valuable service to our newer members.

Another recommendation is the use of "float plans". Although HHSA has activities planned for most weekends, members may elect not to join in a particular cruise. In the event such a member desires company, he would post a "float plan" on the bulletin boards of each of our marinas such as: "FREE BIRD will be anchored at San Domingo Creek--rafters are welcome." Any member would be welcome to join us at that destination.



This would allow the newer members to meet other members. It would also provide all who want to do so with the opportunity to advise others where they are going and invite them to join.

Finally, when anchored by ourselves we follow the practice of putting out fenders on one side of our boat if we welcome company. If we want to be by ourselves, we simply do not put any fenders out. This is a simple way of signaling our preference to others. The Association may wish to adopt this or some other equally simple system for that purpose.

If you are a new member or if you have not been very active, there is no reason for not enjoying your boat to the fullest this year. Rear Commodore-Cruising Tony Duncan, and the Cruising Committee have prepared an exciting cruising program designed to make this a most memorable sailing season. FREE BIRD's crew looks forward to enjoying and sharing with you this season's wonderful promise.

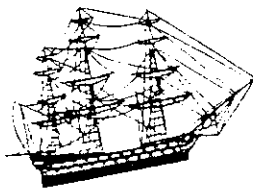
HNSA JUNIORS PASS BOATING SAFETY EXAM  
Darlene Forte

Congratulations to all 20 graduates of the first HNSA youth boating safety course. All participants, ages 8 to 15, passed the certification exam with flying colors! We go on record as the first sailing association or yacht club to complete the training for their young people, according to the Maryland Department of Natural Resources.

I must also congratulate and thank all the parents who provided such great support to their children and to me. The kids came to class ready to learn and I think we all had fun in the process. I must add, we have a really terrific group of youngsters in HNSA!

Many thanks also go to my helpers who ran the chapter reviews. Hours of preparation went into this class by each of the following teachers: Ginny Fant, Joe and Lana Batts, Meredith Parker, and Irene Dorr. Additional help came from Jocelyn Marquez and Halli Kunze. We also appreciate the speakers, Corporal Sauter from the Department of Natural Resources and Mike Sharpe and Stewart King from the North Beach Volunteer Fire Department. While I'm at it, we also appreciate the use of the club room in the Restaurant.

The following is the list of certified graduates: Jonathan Beattie, Terri and Heidi Buchanan, Nicole and Adrienne Davenport, Christine Dorr, Meredith Forte, Ashley Griffin, Anna Hoveskeland, Patrick Kunze, Kevin and Laura Long, Julian Marquez, Marion and Morgan Norris, Jennifer Parker, Eric Siegel, John and Sarah Towles, and Scott Welsh.



CRUISING CONSIDERATIONS  
Tony Duncan, RCMR-Cruising

Hurray! Hurray! for the first of May! Outdoor activities begin today! The cruising season is upon us! By the time you read this issue of "Harbour Light" the scheduled Rhode River kick-off cruise should be history and the annual Annapolis Marina Cruise well underway--weather permitting. We have a full calendar of weekend cruises and several extended cruises scheduled. Just a reminder to encourage anyone interested in any of the extended cruises to get in touch with the cruise captain early to make known your intention to participate and to offer any suggestions you might have to improve the cruise. Any aspiring cruise captain for the still unscheduled Mid-Bay Cruise can volunteer by calling Tony Duncan at 703/768-1742.

The cruise captain for Pick Up Cruise #1 scheduled for May 14-15 will be Bob Parker (GENTLE SPIRIT). This will be the kick off effort for the experimental Pick Up Cruise (PUC) notion. All of those who have verbally supported the concept are urged to participate in the initial cruise to make it a success. The destination will not be known until the pre-sail meeting Saturday morning, but by design it should be down wind. What could be better? In anticipation of great success for this cruise, another Pick Up Cruise is scheduled for the following weekend (May 21-22) when Ken Rubin (BET-U-KEN) will skipper PUC#2.

Earlier this year there was discussion on the subject of a Visiting Boat Cruise where non-members would be invited to cruise with HHSA. The cruise chosen for this endeavor is the Commodore's New Member Cruise (June 4-5). If you have sailing friends that are NOT members of HHSA, invite them along. If there is a new boat on our pier who is hesitant about joining the Association, invite them also. The intention is NOT to turn the cruise into a high pressure recruiting effort, but rather to demonstrate that the HHSA membership is a group of friendly sailors as well. If any new members are recruited, so much the better.

Rafting

Probably the most perplexing, examined, discussed and misunderstood problem associated with HHSA cruising is RAFTING--not the seamanship or mechanics, but the social aspects. Proper positioning of boats, spring lines and fenders is generally worked out easily to every skipper's satisfaction with a minimum amount of hassle. The tougher questions are who is going to be the anchor boat, who is going to tie up alongside who, how many boats in the raft, when does the raft break up or does it break up at all. Things really get sticky when Boat "X" is turned away from a raft for no apparent reason and five minutes later Boat "Y" is allowed to come alongside. This presents a problem Amy Vanderbilt doesn't deal with and cannot be solved by purchasing a new deodorant. It has happened to all of us. The bad news is that it can result in a sense of rejection, hurt feelings and more misunderstanding than any organization needs. The good news is that like most other problems it can be solved.

The key to the solution is communications and the key communicator is the cruise captain, the anchor boat skipper and the skipper of your very own boat. The sensitivity of the rafting problem is so well recognized that it is generally avoided during the pre-sail skippers meeting at exactly the time it should be getting the most attention. One reason this subject is avoided is the desire not to be the anchor boat. Nobody wants to do it so the subject is ignored until boats start arriving at the anchorage. Then it looks like a Chinese fire drill, with a lot of milling around waiting to see who is going to drop the hook and then who can get alongside first and how many boats will the anchor boat tolerate. This often results in too many boats on too small an anchor resulting in dragging, re-anchoring, re-dragging and finally, breaking up the raft and starting all over. BAD! SLOPPY! UNNECESSARY! A little discussion at the pre-sail meeting and all of this could have been avoided.

One of the cruise captain's responsibilities is leading the discussion and making some decisions about the rafting. Items to be considered in this discussion include:

- (1) Soliciting anchor boat volunteers. Any boat willing to tie up to a raft should be willing to take an appropriate turn as the anchor boat. Don't avoid the subject.
- (2) Determining what the limitation of an anchor boat are as to the number of boats alongside and if space will be reserved for a particular late arrival.
- (3) Ensuring that there are enough anchor boats to handle the cruise.
- (4) Announcement of the rafting plans at the pre-sail meeting--and later by radio to boats joining enroute or at the anchorage. The cruise captain is in charge of communications.

Anchor boat skippers should use the pre-sail conference as a forum to clearly state their intentions on managing their raft. Publicize the maximum number of boats to be accommodated on a raft. Individual skippers are the best judge of their boat/anchor capacities to handle boats alongside. There is nothing wrong with saving a berth for a close friend as long as everybody knows what is being done. Announce plans on breaking up the raft early to avoid surprises later. Communicate!

Individual boat skippers are in the very best position to solve the rafting dilemmas. The following actions on their part would be helpful:

- (1) Be quick to volunteer to be an anchor boat, remembering how many times you have tied up alongside some other boat in a raft. Give the cruise captain a break and some help with the rafting planning.
- (2) When you enter the anchorage area look for fenders over the side of the boat you desire to go alongside. Fenders over the side indicate that it is okay for another boat to raft-up. Don't hesitate to

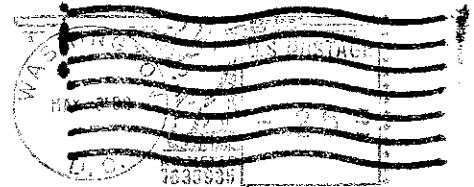
inquire if the space is being reserved for someone else and if it is, don't be offended. Find another raft or start one of your own. If the space is not being reserved and you are invited, tie up and enjoy.

(3) When you come alongside an established raft, seek out and recognize the anchor boat skipper's management position by inquiring about plans for boats outboard of your own boat. Too often the outboard boat will accept a boat alongside in excess of the maximum number the anchor boat skipper has specified. The number of boats in a raft is the anchor boat skipper's prerogative. Determine when it is expected for you to get underway at the same time, remembering the anchor boat skipper might be reluctant to invite you to leave. Give the anchor boat skipper a break and some help with the raft management.

(4) Remember that the cruise captain and anchor boat skipper are trying to communicate with you and that communication is a two way street. Help them out.

Perhaps the most delightful aspect of the sailing season is the raft-up happy hour after a good sail on the Chesapeake. As the TV beer commercial says, "It doesn't get any better than this." The most positive action to be taken to ensure successful rafting is for the cruise captain, the anchor boat skipper and the skipper of your very own boat to all work together, plan early and communicate with each other. A joint effort by all can solve the rafting problem.

Herrington Harbour Sailing Association  
Rose Haven on the Bay  
Friendship, Maryland 20758



Floyd & Deborah Justice  
5858 Langston Drive  
Alexandria VA 22310

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