

HARBOUR LIGHT

The Newsletter of the

HERRINGTON HARBOUR SAILING ASSOCIATION

Rose Haven On the Bay  
Friendship, Maryland 20758

June 1, 1988



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CALENDAR AT A GLANCE

June 1 Wednesday	7:00 pm	Series # 1 Race # 4
June 3 Friday	6:30 pm	New Members' Party
June 4 - 5 Saturday	9:30 am	New Members' Cruise to Grace Creek CC: Davenport (BREEZY)
June 8 Wednesday	7:00 pm	Series # 2 Race # 5
June 11 - 12 Sat.-Sun.	9:30 am	Pick-Up # 3 CC: Bourke (FINALLY)
	10:00 am	Spring Series Races # 3 & 4
June 14 Wednesday	7:00 pm	Series # 1 - Race # 6
June 18 - 19 Sat.-Sun.	9:30 am	"Black Tie" Cruise to La Trappe Creek CC: Kunze (VINDEN)
June 22 Wednesday	7:00 pm	Series # 1 - Race # 7
June 25 - 26 Sat.-Sun.	9:30 am	Cruise to San Domingo Creek CC: Himes (SEA SPARROW)
July 2 - 4 Sat.-Mon.	9:30 am	Independence Weekend/Stay Put Cruise to Hunting Creek; CC: Forte (TRIO)
July 2 - 16	8:00 am	Cruise to Atlantic City, New Jersey CC: Katz (TERREMAR)
July 8 Friday	7:00 pm	Friday/Wednesday Night Series # 2 - Race # 1
July 9 - 10 Sat.-Sun.	9:30 am	Pick-up # 4 CC: Schuyler (INFINITY)

## SHOOTING THE BREEZE

Memorial Day seems to officially usher in summer. In a matter of days we've gone from the unpredictability of the cooling rains of May to the heat, humidity and lack of wind that is so characteristic of summer on the Chesapeake.

The Buchanan's hosted our annual Memorial Day Cruise which was dedicated to children of all ages, but especially to our Sea Urchins. More will be written about what a great cruise this was. However, I wanted to extend our thanks to the Buchanan Family and all of their assistants for orchestrating such a special weekend.

Attention all members!!! The new member party and cruise are slated for the weekend of June 3th. The old salts will host the party for those members just getting acquainted with HHSa. All people planning to attend might call Kent Kunze so he can schedule the food and drink.

The people who make up HHSa are special. If you tried to list the many benefits of belonging to such an organization, one would definitely be the willingness to help each other in times of trouble at sea. The weekend of May 7th, Cheryl and I were Cruise Captains for the Annapolis Cruise and experienced engine problems. There we were in the middle of the Bay (off Bloody Point) with no wind, no engine and expected any minute to host the cocktail party for the cruise. Bill & Jeanne Turner (BARNACLE BILL) and Ben, Judy & Jonathan Beattie (HIGH PRIORITY) gave us a total of three tows in route to Annapolis. We were able to get the thermostat repaired and the engine running before reaching our destination. Many personal thanks to you for your help.

My family & I will be on vacation the latter part of June and so, while gathering important information to include in future editions of the Harbour Light, the July issue will be published without me. We're looking forward to this trip but also will enjoy catching up with you when we return.

Bryan Davenport  
Commodore

### ANNAPOLIS CRUISE Bryan & Cheryl Davenport

Twenty-two HHSa boats rendezvoused at the Annapolis Yacht Basin in Annapolis on the afternoon of May 7th. The weather was gorgeous and the only improvement one could have asked for was that the we had a bit more wind out of any direction other than the North.

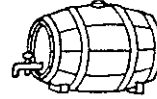
Upon arriving in Annapolis, it became evident that about 500 other boaters from around the Bay were also cognizant of the fine weekend nature was providing. The marina packed in the boats like sardines in a can.

The crews from BARNACLE BILL, BET-U-KEN, BREEZY, CIRCUS, ELSEWHERE, ESCAPE, FANTASY, HIGH PRIORITY, HIDE-AWAY, LIEBCHEN, MARY CATHERINE II,

OTRA VEZ, REDOUBLE , SNAPPY, SONGBIRD, TERREMAR, TRIO, TROUBADOUR, VINDEN, WHITE GULL, WIND SHADOW, and WINGIT gathered on a newly constructed patio for the evening cocktails. Unable to find a table on which to place the hors d'oeuvres, HHSAs improvised in their usual fashion. Jeff Knapp's sailboard mounted between two deck chairs became our buffet table. Around 8 p.m. many in the group went into town for sight-seeing and/or dinner.

The trip back to Herrington Harbour on Sunday experienced the same beautiful weather except the wind had shifted and was then out of the South. We'll try to whip up some wind for the New Members Cruise.

NEW MEMBERS PARTY  
Kent Kunze, RCMDR-Social



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.

A "BLACK TIE" CRUISE  
Kent and Halli Kunze

The HHSAs cruising committee has planned a cruise to La Trappe Creek the weekend of July 18-19. This is the first Annual HHSAs "Black Tie" affair and admittance to the after sail cocktail party will require appropriate attire. (Do use your imagination and remember since it's after Memorial Day, white can be worn!) We will convene for cocktails at 5:30 p.m. on VINDEN. So dust off your top hat, or shine your tiara, and plan on joining us that weekend.

For those of you who have yet to visit this spot, it is one of the nicest anchorages on the Eastern Shore. (La Trappe Creek was picked as the favorite anchorage by those HHSAs members answering Tony Duncan's Spring Cruising questionnaire.)

We'll hold the morning captain's meeting Saturday at 9:30 a.m. by the Marina office and chart our course to the Choptank either via Black Walnut Point or through Knapps Narrows.

Also, as it is Father's Day weekend, special consideration should be given to all the fathers on this cruise. Try to help that special HHSAs father at the helm, make sure he does not spend excessive periods of time slaving in the galley, and generally cater to this every wish and desire. In other words, make sure this weekend is like most every other weekend on the Bay.



CRUISE TO SAN DOMINGO CREEK  
Lee & Janice Himes

A cruise to San Domingo Creek is planned for the weekend of June 25-26 and will surely provide an interesting experience for all who join us. We have a scheduled departure of 10:00 a.m. on Saturday, so the captain's meeting will begin at 9:30 a.m. adjacent to the Marina office.

San Domingo Creek has been described as the beautiful backdoor to St. Michaels and it always lives up to this description. It is a peaceful, well-protected anchorage, complete with graceful swans who usually come alongside for any food that might be offered. Watch your fingers! St. Michaels itself is available for walking, browsing, shopping, and dining. A short dinghy ride to the town dock on San Domingo Creek adds to the fun. Join us for a great time together!

FOURTH OF JULY CRUISE  
Jeff and Darlene Forte



Again this year, HHSA will be returning to beautiful Hunting Creek, off the Miles River for the Fourth of July weekend cruise. "Stay Put" will also be the theme as the group will anchor in the same cove two nights, Saturday and Sunday, returning Monday, July 4th.

Veteran stay-putters, Jeff and Darlene Forte, will host the cruise aboard TRIO with its newly installed elkhide spreader tips. If that is not enough excitement for you, there are the usual holiday weekend diversions in and around St. Michaels, only a dinghy drive away. A recent telephone call to the Miles River Yacht Club, sponsors of the fireworks, reveals that the pyrotechnics will not be lit until the evening of the Fourth of July, unfortunately too late for the HHSA weekend. However, the log canoe races never disappoint.

So, bring your water toys, food, drink, loved ones and spouses to Hunting Creek on the Fourth of July weekend cruise. Skippers will be at 9:30 a.m., Saturday, July 2nd outside the Marina office.

PEACHBLOSSOM CRUISE  
Dick and Bobbi Nemerson

Are you having fun yet? For all you racers and cruisers, the cruise scheduled for July 30th promises to be filled with fun for the whole family. We will cruise across the Bay and drop anchor at Peachblossom Creek, take a shore dinghy ride and land at Tranquility on the other side of the bridge.

Baseball, horseshoes, croquet, volleyball, swimming, tennis, badminton and waterskiing will be available. Grills are available for cooking. Details will be discussed in the July issue of the newsletter. For now, the cruise captains are requesting all members who plan to join the cruise to please call and make a reservation. We need to know the number of people who will be joining us July 30th.

Plan to journey to Peachblossom Creek with us. Call Bobbi or Richard Nemerson at 424-7013. Make your reservation now!

MID-BAY NORTHERN CRUISE  
Larry Glick

As noted in the April issue of Harbour Light, three possible plans were suggested for the nine-day Mid-Bay Northern Cruise (August 20-28). A number of members have indicated a preference for Plan II. Since this is the Cruise Captain's preference as well, the vote is declared to be unanimous. Plan II reads as follows:

August 20 Saturday	Day 1	Magothy River-Broad Creek
	Day 2	Baltimore Inner Harbour (Inner Harbour Marina)
	Day 3	Lay Day
	Day 4	Fairlee Creek
	Day 5	Corsica River (off Chester River)
	Day 6	Chestertown (Kibblers Creek)
	Day 7	Lay Day
	Day 8	Queenstown Creek (off Chester River)
August 28 Sunday	Day 9	Herrington Harbour



There are members who may not find it convenient to take the entire week away but who may be able to take an extended weeked for the trip to the Magothy and Baltimore phase. Welcome to such members . . . HNSA has no long distance cruise requirement.

Ten slips have been reserved at the Baltimore Inner Harbour Marina. I am certain we will need more. Please give some thought to this cruise and let me hear from you with respect to your participation.

PICK UP CRUISE TO "NO NAME" COVE  
Bob, Meredith and Jenny Parker

Would you believe 18 boats on the May 14-15 "pick up" cruise on Broad Creek? The battle weary racers and the laid back cruisers formed three rafts easily dominating the quiet little cove. Captains and crews enjoyed the serenity and beauty of the anchorage and the pleasure of each other's company.

PILGRIM, SPOOK, TRIO, GENTLE SPIRIT, TZATSKY TOO and QUINTET were among those guarding the entrance to the cove. SOLAR WIND and SECOND WIND from Herrington Harbour North started another raft as boats continued to arrive and join up. SEA SAW, ESCAPE HATCH, TRINITY, SONG BIRD, SILVER LINING and ARIEL were all hailed, welcomed and made fast as the rafts continued to build.

A third raft was formed as MISTY, BARNACLE BILL, VALIUM and WHITE GULL rounded out the fleet. And the the rather subdued socializing began which was, after all, the most appropriate for a "pick up" cruise. Those

who departed early Sunday morning enjoyed the best sail, as typically, the wind died down in early afternoon. GENTLE SPIRIT was among those cranking up the iron genny, heading for HH green #1 and the end of another marvelous waterborne weekend with a delightful group of friends.

If this level of participation is any indication, it appears that the "pick up" cruise concept is a great one!

#### PICK UP CRUISE #2: TILGHMAN ISLAND

Nick Brixius & Maureen Reynolds

The destination chosen by the assembled cruisers at the Saturday morning Skipper's meeting was Tilghman Creek (just around Tilghman Point at the eastern end of Eastern Bay). This proved to be an excellent choice for the size of the group and the weekend's wind conditions (very little!--nearby destination was perfect).

The "fleet" motored to Tilghman Creek under calm and cloudy, but pleasant, weather. Sunshine in full force appeared at the anchorage along with the rest of us in mid-afternoon, setting the stage for a relaxing afternoon. Two rafts of six and three vessels respectively were eventually established, with two other boats anchoring nearby. Everyone immediately began to partake of some serious enjoyment of the weather and the anchorage. Swimmers were in abundance and various dinghy activities provided entertainment for the spectators. It appeared that several sailing dinghy skippers may have been practicing for competition later in the season.

Crews from all 11 boats participated in a late afternoon get-together on AMITIE and the usual vast assortment of delicious appetizers appeared, along with lots of conversation. Joe Batts held an impromptu briefing on an exploration of Bats Neck (really!!) and Cox Creek (northern Eastern Bay) that BELFRY had embarked on during the trip over--perhaps some interesting pickup cruise destinations in the future. The party and the rafts broke up in early evening as the dinner hour approached. Those who waited for wind on Sunday finally found enough for a reasonable sail later in the afternoon.

Cruise participants included BELFRY, GENTLE SPIRIT, BARNACLE BILL, SONGBIRD, WIND SHADOW, FREE SPIRIT, PILGRIM, TERREMAR, HIDE-AWAY, ROCKET II, and AMITIE. This was the first cruise for HHS members Barney and Georgia Wheeler aboard ROCKET II. We all enjoyed meeting them and hope to see them again soon . . . (we won't ignore you next time until you've circled the rafts twice?!).

#### CRUISING CONSIDERATIONS

Tony Duncan, RCMDR-Cruising

#### Pre-Sail Captains Meetings

Some confusion has resulted concerning the time of the Pre-sail Captains Meetings for weekend cruises. The time of the meeting is, of course, the prerogative of the cruise captain. A 9:30 a.m. time for the Pre-sail Captains Meetings will avoid interference with the 10:00 a.m.

racing skippers meetings as well as promoting better attendance and a little more time for that second cup of coffee.

### Pickup Cruise Promo

Normal practice is for scheduled cruise captains to write a short promotion article on their up-coming cruise, emphasizing the destination, special feature or theme of the cruise. Pickup Cruise (PUCs) have no theme and an as yet undetermined destination, therefore no basis for a promo. If casual is your style, plan on trying PUC#3 with HHSA's own troubadour, John Bourke, June 11-12 or PUC#4 with Tom Schuyler (INFINITY), July 9-10. The both should be great--down wind!

### Cruise Captain's Flag

HHSA owns an oversized HHSA burgee that is intended to be flown by the Cruise Captain for the duration of a cruise. The purpose of the big burgee is to facilitate identification of the HHSA raft-up when coming into an anchorage. The Executive Committee recently authorized the Cruise Captains to also fly the traditional Fleet Captain's flag to signify his position. The Fleet Captain's flag is a diagonal blue fouled anchor on a white background. It should be flown under the oversized HHSA burgee. The current cruise captain should pass the flag and burgee on to the next week's cruise captain upon completion of the cruise.

### Pickup Cruise Destinations

The first Pickup Cruise was a huge success. Determining the cruise destination was accomplished in a good community spirit with lots of group participation. Individuals were aware of the Annual Cruise Schedule and were sensitive not to duplicate cruises planned for the future. It was suggested that a shopping list of cruise destinations might be helpful to facilitate this decision making process. The following is a list of some available destinations NOT currently scheduled for the 1988 cruising season.

- |                                |                                    |
|--------------------------------|------------------------------------|
| 1. Rhode River (West)          | 7. Dunn Cove (Harris Creek)        |
| 2. Maynadier Creek (Severn)    | 8. Irish Creek (Choptank)          |
| 3. Mill Creek (Patuxent)       | 9. Edgar Cove (Broad Creek)        |
| 4. Phyllis Creek (L. Choptank) | 10. Plaindealing Creek (Tred Avon) |
| 5. Tilghman Creek (Miles)      | 11. Cox Creek (Eastern Bay)        |
| 6. Lloyd Creek (Wye)           | 12. Crab Alley Creek (East. Bay)   |

Of course, these are a lot more real neat anchorages available by a short sail from Herrington Harbour. The above list is not intended to be all inclusive, mandatory or even recommended. It merely suggests a possible starting point for the discussion in determining the Pickup Cruise destination.

## Progress Report

Ginny Fant reports that she is making progress on her Cruise Questionnaire and promises to complete it before year's end . . . way to go, Ginny!!

### RAFTING - FROM THE TECHNICAL SIDE Bob Enstam

Tony Duncan's recent excellent article on rafting covered the subject nicely from the social side. This article will try to cover rafting in a straightforward way from the technical side.

Let's start our raft as we always do--with an anchor boat! Now that our anchor boat has the hook down and has put out plenty of rode (length of anchor line), let's assume that the first boat to raft is offered the anchor boat's starboard (right) side. We'll raft alongside the anchor boat in our new 35 footer named "PAYMENTS FOREVER". Before we even start to make a move toward the anchor boat it behooves us to get ready for this operation. That means that we should have 2 fenders over on our port (left) side somewhere in the vicinity of the widest part of our boat. We should also have a bow (front) and stern (back) line ready. The third line we need is the most important of all--the spring line. Just like a spring, the spring line takes the shock of two boats moving back and forth relative to one another.

All set? Then let's approach the anchor boat from astern very slowly. We can never forget that our wonderful new sailboat weighs about 5 tons and has nothing to stop it but a tiny little propeller somewhere underneath. Or, we can stop it that other way . . . by running into the anchor boat! You're probably going to have the least trouble if you get the bow line over to the anchor boat first. If the line has a loop in one end, pass the loop to the anchor boat which can be put over a cleat. You keep the end without the loop because it's your responsibility to adjust the line. Next get the stern line over. Suggestion--don't make either of these two lines too tight. In any event, these two lines are merely going to keep the 2 boats in the same vicinity while you get over the really important line--the spring line.

While the bow and stern lines can be relatively short, the spring line should be at least as long as your boat. Ask the anchor boat to secure one end of your spring line forward on the anchor boat. Then, by pulling on your end of the spring line, move your boat forward until the sterns of the two boats are in line. At this point, look at the spreaders (those things that look like arms coming out of the middle of your mast) on your boat and the anchor boat. If your spreaders are in line with the anchor boat's, either pull your boat forward another foot or let your boat drop back a foot, then secure the spring line. Now, back to the bow and stern lines. Adjust the stern line so that it is slack--a nice lazy curve about 1 foot deep will just about do it. Now do the same thing with the bow line, but if the wind is blowing and your bow wants to blow away from the anchor boat, tighten the bow line just to the point where there is no slack in it.



The above procedure is for cocktail rafting and will permit boats to ride as comfortably as possible without rubbing together. For overnight rafting, add a second spring line from the stern of the anchor boat to your bow with no slack. In a raft, that's all you're responsible for. Any boat that rafts alongside you is obligated to supply the fenders and lines between his boat and yours.

Now . . . did I hear that cocktails and hors d'oeuvres were being served?

#### FLOTSAM & JETSAM

On a recent visit to Dunn Cove, Connie and Jordan paddled our inflatable to the sandy beach directly opposite the entrance. In past years, we had often landed on this area and relaxed while Jordan played at the water's edge. The difference this year is that what was once a farmer's field now holds a brand new house. The new owner promptly appeared and ordered Connie and Jordan off "their beach." Connie replied that all they planned to do was sit there and play in the sand as they had done in the past. "No dice" said the owner, "we own the property now and we don't want boaters ruining our beach."

Needless to say, Connie and Jordan unhappily paddled back to ELSEWHERE. After hearing what happened, I offered my off the top of my head opinion that the property owner was wrong and that Connie and Jordan had the right to use the shoreline below the high water mark. I resolved to check it out when I got back to the office.

After a trip through the law books, I confirmed that I was correct. The rule in Maryland is that the State has retained title to all navigable waters (except for a few under water patents granted prior to 1862). State ownership includes the land between the high water and low water in tidal areas (the foreshore), and is held in trust for public use. These uses include fishing, boating, bathing, and gathering. However, this unrestricted right of public use does not extend beyond the high water mark to any fast land or dry sand beach. For use of that portion of the beach which is not covered by high water, we must rely on the good nature of the property owner. [Any legal eagles who want the case citations can give me a call.]

So, we do have the right to use that strip of beach or shoreline that's covered by water at high tide. That's good. But let's be responsible about it. Many property owners will not be aware of this right and others not at all happy about it. Let's not get in any fist fights. When you do use the shore, leave it the way you found it, and remember your rights extend only to the foreshore, not beyond.

#### HNSA RACING NEWS

George Gwaltney, RCMNR-Racing

I imagine that the item about the racing programs of most interest to most of the racers right now is the results of the races held so far, so let's deal with that first. The turn-out for the week night series has been a bit disappointing so far, but so has the weather. Turn-out for the Spring series and the Sharps Island Race was very good. The races so far have gone like this:

Spring #1: Spinnaker Division (Course Length—7.6 Knots)

<u>Boat</u>	<u>Skipper</u>	<u>Elapsed Time</u> (Seconds)	<u>Corrected Time</u> (Seconds)	<u>Points</u>	<u>HC</u>
<del>Obsession</del>	<del>Augusterfer</del>	<del>5169</del>	<del>3892.2</del>	<del>3</del>	<del>168</del>
<del>Integrity</del>	<del>Watkins</del>	<del>5427</del>	<del>3739.8</del>	<del>2</del>	<del>222</del>
<del>Calliope</del>	<del>Downs</del>	<del>4706</del>	<del>4044.8</del>	<del>4</del>	<del>087</del>
<del>Veracity</del>	<del>Ward</del>	<del>4504</del>	<del>3547.4</del>	<del>3/4</del>	<del>126</del>

Spring #1: Non-Spinnaker Division

Circus	Doyon	5626	4303.6	3/4	174
Esprit	McClurg	5576	4481.6	3	144
Ariel	Hoveskland	5536	4418.8	2	147
Dory Dawn	Thornburgh	DNS	DNS	5	246

Week Night #1: Spinnaker Division

Calliope	Downs			3/4	087
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Week Night #1: Non-Spinnaker

Race cancelled because no competitor completed the course in minimum time.

Week Night #2: Spinnaker Division (Course Length: 4.65 Knots)

Calliope	Downs	3143	2737.45	3/4	087
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Week Night #2: Non-Spinnaker Division

Veracity	Ward	3564	2978.1	3/4	126
Dory Dawn	Thornburgh	6666	5522.1	3	246
Snappy	Power	4036	3226.9	2	174

Sharps Island Point-to-Point: Spinnaker (Course Length: 14 Knots)

Obsession	Augusterfer				168
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Sharps Island Point-to-Point: Non-Spinnaker

Veracity	Ward	7561	5797	3	126
O'Sussannah	Wallace	8001	5733	3/4	162
Ariel	Hoveskland	8248	6190	8	147
Spook	Ordeman	8154	5970	4	156
Trio	Forte	8198	5762	2	174
The Point	Brown, C.	8012	6584	9	102
Summerfire	Gannon	8187	6171	7	144
Freebird	Marquez	8070	5970	4	150
Circus	Doyan	8301	5865	6	174

Congratulations to all participants!!

RACING v. CRUISING IN A PREDOMINANTLY CRUISING  
SAILING ASSOCIATION

George Gwaltney

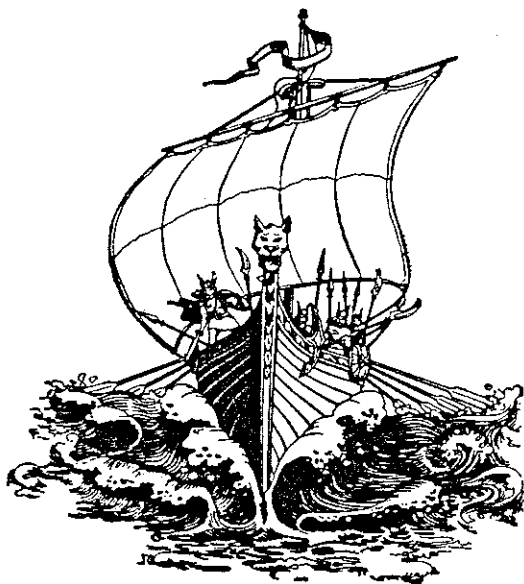
I read Tony Duncan's article on cruising with a great deal of respect and admiration. I feel the points that Tony made about cruising are particularly needed at this time in this association. I would like to share my personal philosophy of why I race with the rest of the membership. Katie and I experienced many of the same type of experiences that Jack and Jocelyn Marquez experienced when we were first bitten with the sailing "bug". I recall our first "sail" into the sand bar in Keneohe Bay. We were amazed that all activity aboard the rest of the boats came to an abrupt halt as we approached. We were further amazed when perfect strangers appeared as if from nowhere with boat hooks in hand and watchful eyes. You can imagine how we felt when everyone yelled 'luff the main' and when I threw the anchor over to discover the rode was not connected to any part of our boat. Yes, we have all been in situations where we didn't know what to do and when someone (in a rather excited voice) suggested rather pointedly that we do something rather quickly, we didn't know exactly why!

Katie and I were fortunate enough to next become associated with a yacht club that encouraged new, less experienced members to participate in the racing program. We (as all novices do) struggled to get around a five mile course in two hours. The experienced members of the club were not only tolerant, but even encouraged us. We even won the Novice trophy! (We were the only ones that completed the series.) We slowly moved the the back of the pack to the middle of the pack. We read the rules, read basic sailing books, talked to other sailors, crewed on other boats, tried every tactic that we could think of (and some that we had seen others use successfully). We learned TO SAIL. Thank you Lake Belton Yacht Club (central Texas - 65 member families)! It was fun. Katie and I were basically enthralled with sailing. We still are. I am still a bit nervous when we leave the dock under motor power. My blood pressure still goes up a few points when we have to take back and forth in a narrow channel (Atomic 4s are notorious for quitting at the most inopportune times), but basically, we are now able to handle our boat with confidence.

I will never be a first place racer. It's not important enough to me. I will, however, be a sailor that will be confident that I can handle almost any emergency situation that may arise while I am sailing. I attribute this confidence in great part to participating in a racing program that was competitive without being cut-throat . . . much like the program at Herrington Harbour. It is for this reason--confidence--that I have participated in racing programs in the past and will continue to do so as long as it is possible. Am I a cruiser? YES! Katie and I had the opportunity recently to spend a week bare-boating in the Virgin Islands aboard an Endeavor 33. Our knowledge of sailing gained primarily through our participation in our clubs' racing programs enabled us to have the ability and confidence to sail unknown waters without too much fear and concern. Our ultimate dream is to cruise as a life style. Is there a "versus" when one speaks of Racing and Cruising? I submit that there is NOT. One must gain the basic skills for sailing before he can do either successfully. Participation in a racing program is one way to gain these skills and make sailing more fun.

Herrington Harbour Sailing Association  
Executive Committee

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