

HARBOUR LIGHT
 The Newsletter of the
 HERRINGTON HARBOUR SAILING ASSOCIATION
 September-October, 1988



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Sept. 17-18 Sat.-Sun.	9:30 am	Puzzle Cruise, Island Creek (Choptank) CC Justice (CATS PAW)
Sept. 17 Saturday	10:00 am	Fall Series - Race # 2
Sept. 24-25 Sat.-Sun.	9:30 am	Harvest Moon Cruise, Leeds Creek CC Brixius (AMITIE)
October 1-2 Sat.-Sun.	9:30 am	Pick-up Cruise # 8 TBD, CC Parker (GENTLE SPIRIT)
October 1 Saturday	10:00 am	Fall Series - Race 3 #
Oct. 8, 9, 10 Sat.-Mon.	9:30 am	Columbus Day Weekend, Oxford/Easton CC Marquez (FREE BIRD)
Oct. 15-16 Sat.-Sun.	9:30 am	Pick-up Cruise # 9 TBD, CC Novotney (ALLEGRO)
October 15 Saturday	10:00 am	Fall Series - Races # 4 & 5
Oct. 22-23 Sat.-Sun.	9:30 am	Cruise to Dividing Creek off the Wye River, CC Siegel (WIND SHADOW)
October 22 Saturday	10:00am	Race Make-up
Oct. 29-30 Sat.-Sun.	9:30 am	Halloween Eve Haunted Harness Creek CC Fant (FANTASEA)
Nov. 5 Saturday	1:00 pm	HNSA Election Meeting HH Restaurant, Club Room (Swap Meet)
Nov. 11-13 Fri.-Sun.	9:30 am	Veteran's Day Weekend, Shaw Bay CC Gwaltney (MENAGERIE)
Nov 19	6:30 p.m.	HNSA Awards Banquet Normandie Farm, Potomac, MD

SHOOTING THE BREEZE

We're not winding down for the year, we're gearing up! There's another month-and-a-half left (or more for those who profess Eskimo ancestry) for some of the year's best sailing.

Between now and November you have five scheduled cruises, two pick-up cruises, four races, the Annapolis Boat Show, the annual election meeting, the Awards Banquet, and some pre-holiday shopping to work into the agendas!

Your executive committee and many volunteers continue with their dedication, taking care of all the details with many hours of behind-the-scenes organizing. In this issue of Harbor Light they'll be reporting to you on the culmination of some of their efforts, so sit down, turn the lamp up, and enjoy . . .

The Nominating Committee has put together a slate of outstanding candidates for the coming year and we will cast our ballots on November 5th. The Constitutional Review Committee has spent countless hours addressing weaknesses in the Association's Constitution and making suggested changes that will result in a more efficient governing document. The Awards Committee is in the process of selecting appropriate awards to be presented at the Annual Awards Dinner to be held on November 19th.

One of the many benefits of belonging to HHSA is meeting and getting to know one another; not only sharing tales, cocktails and the fun parts, but also some of the challenges that are associated with sailing. For some, there might be an extra degree of comfort when sailing with or around others, just knowing that if by chance something goes askew, someone is close by that can lend a hand. While we've talked a lot about the good times, there's the ever-present "tow-er/tow-ee" phenomenon. In the past several weeks, I've heard of three more instances of members helping other members. The Parker family (Gentle Spirit) was pushed hard aground one evening during a storm when the raft they were with broke up because of high winds and rain. Ben Beattie (High Priority) and Louie DeCamp (Wingit) freed Gentle Spirit on the next high tide which came about midnight. On the Solomon's Island cruise, the Batts (Belfry) experienced a throttle cable breakage while rafted in St Leonards Creek. This effectively left them motorless. The Hoveskelands (Ariel) towed Belfry to Zanhizer's Marina in Solomon's for the necessary replacement part. Last weekend the Nemersons (Hide-A-Way) ran aground and the Siegels (Wind Shadow) attempted to get them unstuck, but to no avail. A commercial fisherman came to the rescue. Thank heavens none of these were serious emergencies, but in any case my hat is off to all who stand by, help out and keep the HHSA ship afloat (couldn't resist!).

In case anyone missed it, August 13th was a fun-filled day for our members. First came our annual Boyer Memorial Poplar Island Race then our Barbecue. With over half of the boats in the Association represented, everyone enjoyed. The T-Shirt sale and raffle were great successes (although someone did complain that Cheryl was actually "hawking" T-Shirts and that Patty actually handed her raffle winnings back in!). As if one party was not enough, Steuart Chaney, after consulting our HHSA calendar we're sure, sponsored a swim party for all slip holders that evening. Many of those who attended the Barbecue, finished off the evening at the pool. A full day for all.

With over two hundred boats belonging to HHSa, did you ever stop to think of the enormous buying power we as a group have? Several people have asked me if the Association has ever attempted to utilize this potential by approaching wholesalers directly with orders for a half dozen or more of its big ticket items (inflatable rafts, outboard motors, inboard motors (?) etc.). If the group were to purchase such items as a single purchase, we might be able to command significant reductions in price. Anyone thinking of acquiring that absolutely essential new toy over the next several months might give Bobbie Nemerson a call at (301) 424-7013 and let her know your interest. If enough people have a common desire to acquire the same product, Bobbie will contact the wholesaler and see if they might be willing to sell to us direct.

Into the fall we go....

BRYAN DAVENPORT
Commodore

REVISION OF THE CONSTITUTION
Joe Batts, Chairperson
HHSa Constitution Committee

The Constitution Committee comprised of Joe Batts, Tony Duncan and Tom Willess has drafted a revision of the HHSa Constitution. The Executive Committee has approved the draft, and in accordance with the current Constitution a summary of changes are presented below. These changes will be voted on at the Annual Meeting in November.

A. Structural

1. The By-Laws have been eliminated as a separate section and incorporated into the articles of the Constitution.
2. Three articles have been added for Budget, Racing Program, and Awards Program.

B. Re-writes

1. Committees, Article VI has been expanded to add a section on Standing Committee.
2. Meetings, Article VII has been expanded to identify the Organizational Meeting and to incorporate the By-Laws articles pertaining to Notice, Order of Business and Location.
3. Voting, Article VIII has been expanded to prohibit absentee balloting and to provide sample proxy ballots and instructions.
4. Membership, Article X has been expanded to include a) provisions for Honorary and Special Memberships; b) streamlined application process; and c) clarification of criteria.
5. Association Newsletter, Article XIII has been expanded to include frequency of publication and distribution.

C. Major Changes

1. The Newsletter Editor will be an elected position.
2. Two votes per membership will be authorized.
3. Annual Dues have been raised to \$35.00 and Racing Fees to \$15.00.

D. Minor Modifications

1. Presentment of Burgee and Officer Flags are specified.
2. Duties of Officers revised to reflect current practices.
3. Executive Committee authority was revised to reflect comptrollership of monies.
4. Monthly meetings and notice thereof of the Executive Committee are required.
5. Quorum for the Executive Committee is changed from five members to five officers.
6. The Annual Meeting will be held in November.
7. Thirty (30) days notice of Annual, Organizational and Special Meeting is now required.
8. Location of meetings is changed from Restaurant to Club Room.
9. Amendment article is changed to require thirty (30) days notice.
10. Names of new members are required to be reported in the newsletter.
11. Dues, Fees and Payment Date article is changed to reflect the amount and purpose of racing fees, to authorize other fees, and to permit membership after the annual meeting for the following year.

ANNUAL AWARDS BANQUET
Kent Kunze, RCMDR-Social

The annual HNSA Awards Banquet will be held on Saturday, November 19, and we are trying something new. It will be held at the Normandie Farm Restaurant in Potomac, Maryland. Mark it on your calendar now.

This is the last big event of the year. As always there is limited seating (though there are approximately 15 more seats than at the Herrington Harbour Restaurant) and therefore you will need to send in your reservations as soon as possible. The reservation form will be included in the October issue of the newsletter. In keeping with our policy of making all social events pay for themselves, the price will be approximately \$27.50 per person this year.

Cocktails will begin at 6:30 p.m. and dinner will be served at 7:30 p.m. This promises to be a lot of fun, so look for the flyer next month.

HARVEST MOON CRUISE, SEPT. 24-25
Nick Brixius & Maureen Reynolds

Plan to gaze on the Harvest Moon from Leeds Creek off the Miles River in the company of your cruising friends from HHSa on the weekend of September 24. Leeds Creek provides a beautiful anchorage just across the River from St. Michaels which has been much enjoyed by HHSa cruises in years past. Captains' meeting will be held at 9:30 a.m. on Saturday morning in front of the Marina Office.

Consider an alternative to the usual Saturday morning departure if the weather is clear on Friday. The full moon and cool evening would provide a nice evening sail to St. Michaels, where you could either anchor in the harbor or take a slip. You could then sight see, shop and eat in St. Michaels on Saturday and join the cruise in late afternoon just across the Miles. A departure around 6 p.m. should put you into St. Michaels before midnight. We will be happy to coordinate putting a group together for a Friday night sail -- if you are interested call us at 202/543-1358 (evenings).

COLUMBUS DAY CRUISE--OXFORD EASTON
October 8-10, 1988
Jack and Jocelyn Marquez

In celebration of Christopher Columbus' voyage of discovery to the New World, HHSa will similarly voyage to the Old Eastern Shore on October 8-10. Unlike the venerable Admiral of the Ocean Sea, who did not know where he was going or where he had arrived, HHSa will (hopefully) make a landfall at Oxford, Maryland, where the natives are also reputed to be friendly and where watering holes abound. Some things, however, just don't change. Good ole Chris' caravels, the Nina, Pinta and Santa Maria, were mortgaged up to the hilt, as are, I'm sure, most of HHSa's swift bateaux.

Depending on the weather, the fleet will lay at anchor off The Strand. On Sunday, our hardy mariners will get a choice of day sailing to charming Easton, regrouping at La Trappe Creek (of the Choptank River) or, going ashore for brunch at the Robert Morris Inn. For many, the decision will depend on the weather. The fleet will return to Herrington Harbour early on Monday.

Skippers' meeting will be held by the Marina office at 9:30 a.m. There is no truth to the rumor that Jocelyn and Jack Marquez were picked to be cruise captains because they are related to the Admiral (after all, he was really Italian, not Spanish).

2nd ANNUAL HALLOWEEN SAIL TO HAUNTED HARNESSE CREEK
Ginny and Stan Fant

Calling all HHSa spirits to join us for the final sail of the season to Haunted Harness Creek. Create a clever costume, buy one, put on a scary mask or come as you are and gather 'round the cauldron while the head witch stirs up some hot, spicy brew.

Bring a trick or treat bag and share some of your goodies with fellow sailors. Prizes will be awarded to all of you who brave the chill to display your creativity. Meet us at 9:30 a.m. Saturday, October 29th for the captains' meeting and we'll guarantee you a good time!

If you can join us, call Spiderman Stan or Gyrating Ginny on FINAL FANTASEA, 703/644-1837.

SO WHO ARE YOU GOING TO VOTE FOR?
Joe Batts

The Nominating Committee (Joe Batts, Al Doyon, George Gwaltney, Jeff Knapp, Bobbie Nemerson, Darlene Forte, Marie Ordeman and Tom Schuyler) met to develop a slate of candidates for election to office for 1989. Candidates were selected on the basis of their willingness to run for office: the HHSA Constitution prohibits any other criteria except that the candidate must have sustained his membership. Nominations will be accepted from the floor at the Annual Meeting on November 5, 1988. Proxy ballots and instructions will be provided in the next newsletter. The following candidates are presented as a slate for election to the 1989 Executive Committee:

Commodore	Rich Ordeman	RCMDR-Cruising	Jeff Forte
Vice Commodore	Kent Kunze	RCMDR-Training	Gene Norris Bob Parker
RCMDR-Racing	Mary Beth Downs Gene Augusterfer John Kremers	RCMDR-Social	Laurie Siegel
Newsletter Editor	Floyd Justice	SEC/TREAS	Debbie Justice

HHSA RACING NEWS
George Gwaltney, RMDR-Racing

So many races, so little time. As promised, here are the results of the previous series. (* denotes trophy winner . . . CONGRATULATIONS!!)

<u>SPRING SERIES</u>	<u>Spinnaker Division</u>			<u>Non-spinnaker Division</u>		
	<u>Boat</u>	<u>Points</u>	<u>Place</u>	<u>Boat</u>	<u>Points</u>	<u>Place</u>
	Veracity	6.5	1*	Sanquine	3.5	1*
	Bullrunner	9.75	2	Dorry Dawn	12	2
	Obsession	10.75	3			

Boyer Memorial-Poplar Island Race

An amazing 16 skippers turned out and completed the Poplar Island-Boyer Memorial Race. Rather than go around the island, the course went to Red #70 leaving Green #71 to port. It was a beautiful, warm day with winds to about 12 knots. All participants seemed to enjoy the race and we returned to the dock in plenty of time to get ready for the pig out (which I enjoyed immensely).

The results of the race are listed below..

Spinnaker Division

<u>Boat</u>	<u>Skipper</u>	<u>HC</u>	<u>Elapsed Time</u>	<u>Corrected Time</u>	<u>Points</u>
Obsession	Augusterfer	174	7172	5048	3/4*
Calliope	Downs	087	6492	5448	2
Spook	Ordeman	162	7586	5642	3

Non-Spinnaker Division

Freebird	Marquez	150	6841	5041	3/4*
Trubador	Spence	210	7903	5383	2*
Trio	Forte	177	7582	5458	3*
Ramshackle	Kremers	174	7663	5575	4*
Sashay	Sampson	210	8225	5705	5
Catspaw	Justice	234	8554	5746	6
Menagerie	Gwaltney	168	7859	5843	7
Snapp	Power	168	7917	5901	8
Hideway	Nemerson	126	7500	5977	+
Terremar	Katz	132	7992	6408	+
Esprit	McClurg	144	8157	6429	9
Circus	Doyan	174	8610	6522	10
Kelly Ann	McCabe	149	8790	7002	11

(+ = Not a registered racer.)

I have found that many people do read the Harbour Light and that cruisers read the racing news as well as the other articles, and that racers read the cruising news as well. The point of all this is that as a result of my plea for committee for the fall series, two persons have already signed up! John Sampson has volunteered to do committee on September 10, and Ron Nixon, a new member, has agreed to give it a go on the 17th of September. Thanks to you both. I also had a call from Bob Rusin who offered to help in any way he could (he is primarily a cruiser). Thanks, Bob. See if you can talk some of your cruising friends into helping out also. I am still looking for committee for October 1 and 15th. HELP!!

RHODE RIVER CRUISE
Louie and Valerie DeCamp

The pick up cruise on June 11-12 was to be led by John Bourke but due to family illness, we were asked to take over. When we decided to go to the Rhode River, due to its closeness and the lack of wind, a highly descriptive remark was made about the water skiers and power boaters in that river. Boy! What an understatement! As we entered the river the main concern was, "Are we going to be run over?!", instead of the usual "Are we going to run aground?" We soon found out that the big joke of the river was that somebody had placed a zero after the six on the six miles per hour float sign and that was done years ago. It's obvious that it hasn't been replaced or corrected. Enough said about going in and out. Five members signed up for the trip and went up the Rhodes River--ARIES II, HIDE-AWAY, TERREMAR, SUMMES FIVE, and WINGIT.

The highlight of the trip was after dinner when Dan Gammon picked up his guitar and, accompanied by his wife Beth, brought back some great memories. By the way, Dan and Beth and their two children, Matthew and Christian, are new members on "J" dock. Oh yes, one last word from the real captain--if you can't plan it, "Wing It."

HUDSON CREEK CRUISE
Larry and Helen Glick

On a foggy mid-July morning, July 16, eleven HHSA boats sailed southeast to the Little Choptank River heading for anchorage in Hudson Creek. Winds were strong from the southwest which required beating and tacking back and forth until we reached the river and were able to sail straight into the creek. Two rafts were formed, one, anchored by WHITE GULL, drifted and was forced to break up even before the evening party--what a bummer. The other raft enjoyed their party and broke up at dusk.

On Sunday the wind had shifted to the southeast, giving us a great sail almost all of the way back to Herrington Harbour before it faded away. It should be noted that Mary Beth Downs singlehanded her Hobie 33' with great skill and courage. Participants were: CALLIOPE, FINALLY, GENTLE SPIRIT, MIKEVERVIA, RAPACIOUS, SEA SAW, SILVER LINING, SONG BIRD, SPOOK, WHITE GULL and WINDIFEROUS.

ATLANTIC CITY CRUISE
Martin Katz, TERREMAR

This story should more appropriately be entitled "The Delaware Bay is No Lady" . . . but more about that later.

The fearless foursome of ESCAPE (Bill and Susan Shook), HIDE-AWAY (Richard and Bobbie Nemerson), TERREMAR (Martin and Terry Katz) and WINDSHADOW (Rich, Laurie, Eric and Emily Siegel) made up the armada that would attack the Delaware Bay and Atlantic Ocean. BELLE AMIE (Simon Dresner) started but had to drop out at Chesapeake City due to transmission problems.

Saturday, July 2nd was sunny, breezy and cool. A good day for a start. Good sail up to the Bridge, then all downhill from there . . . light wind, drifted, choppy seas. You name it. We had it until we dropped the hook and rafted in Bodkin Creek. Not very scenic and full of small power boats who delight in buzzing sailboats at anchor. Well, tomorrow's another day. Sunday departure was scheduled for 0700. HIDE-AWAY tried to start its engine and nothing--but nothing--not a sound, not an ignition. Replaced the blown fuse five times and then the captain from ESCAPE reviewed the service manual, the captain from TERREMAR rubbed the starter switch, the captain from WIND SHADOW jiggled it and the captain from HIDE-AWAY pushed the button--and the Yanmar came to life. Magic or dumb luck!

Finally left Bodkin Creek at 0840 bound for Chesapeake City. Hazy, hot and humid with no wind. The Elk River and the C and D Canal is just a long, narrow strip of water but Schaeffer's Marina is another story--with all the power boats and strong current the wash is brutal. Fueled up for the next day

on the Delaware Bay. The anchorage on the Canal opposite Schaeffer's was easy to enter but very crowded. We were not able to raft up five boats.

The alarm clock sounded like fireworks on July 4th when it went off at 0400. Bleary eyed but high in spirits when we started motoring the 10 miles in the Canal for the Delaware Bay and Cape May. When we got to Delaware Bay, what little wind there was was right on our nose, but the current was running in our favor--just as calculated. As we proceeded further south into the Bay it began to get more unpleasant--25 knots of wind and 5 foot seas all on the bow. Just as the first mate got our main down at the entrance to the Cape May Canal, HIDE-AWAY called "May Day"--its motor was out and the rock jetty at the entrance to the Canal was near. Tried to throw a line--the seas were now very choppy and confused. Call to the Coast Guard. The engine started again by magic. Later, it was learned that there was sludge in the diesel fuel. Lesson learned: whenever your engine quits in a situation such as this, DROP YOUR ANCHOR.

We had permission to tie up at the Corinthian Yacht Club floating dock. This was another experience. Strong winds and choppy seas in Cape May Harbor affecting the floating docks and the boat trying to tie up. The fireworks weren't only in the sky.

Early Tuesday morning saw the four boats motoring out of Cape May Canal into the Atlantic. The Atlantic Ocean was pacific. Calm seas with very little wind. Beautiful view of the Jersey coast with NO CRABPOTS in the Ocean. Harrah's is a very good marina with floating docks but with a very strong current running through it--which makes its quite difficult to enter into or depart from a slip. If you want all the details, as ESCAPE.

Three days in Atlantic City included the boardwalk, a couple of shows at the hotels, very good food, relaxation and, of course, the casinos. Would you believe that the first mate and I won a little, lost a little and broke even after three fun filled days and nights? Tomorrow, back to Cape May.

Friday morning, back into the Atlantic. Calm seas with a little more wind for sailing. But not much more. Back to the Corinthian Yacht Club and a tour of Cape May through the friendliness of some club members who drove all ten of us to town and a tourist with a van who drove us back to the Club. Thanks, folks.

Saturday on the Delaware Bay. As we started to sail north after clearing the Cape May Canal, the VHF weather channel announced "severe thunderstorms in central Delaware Bay heading south at increasing speed. All mariners are advised to seek shelter." WHERE IS THERE SHELTER ON THE DELAWARE BAY? Sails down, hatches secured, foul weather gear on, PFDs on, jack lines attached, harnesses ready, if needed, and then the storm hit. Typical strong winds followed by heavy rain. Lasted about 30 minutes. Now to get back on course. An hour later, another storm. This time we are veterans. Finally, at 2010 we anchored in the C & D Canal--tired--but safe after a passage time of 12 and 1/2 hours to cover a distance of 68 miles.

Sunday, back on the beloved Chesapeake Bay and the Sassafras River. HIDE-AWAY said "Let's drop the hook and go for a swim." Great idea, great swim. Lots of fun and even cleaned the boot stripe, washed the hull with

Sassafras River water and scraped the barnacles off the shaft. (Couldn't tarnish my image.)

The next day we took moorings at Georgetown Yacht Basin. Lunch in "town" at Twinings with hitchhiking each way, swimming in the pool, riding out a storm at the mooring and dinner at the "Grannery." Tuesday--Fairlee Creek. Always a fun entrance. Wednesday, Baltimore Inner Harbor. Whatever has been said about Baltimore and the Inner Harbour Marina that has been complimentary is correct. A fun place for the sailor. Friday we were able to sail on the Patapsco River and motor on the Bay to moorings in Annapolis Harbour. Another fun place for the sailor.

Friday night farewell drinks and dinner at the Charthouse. WIND SHADOW's crew and previously presented us all with loveley T-shirts that say "Herrington Harbour Sailing Association--Atlantic City Cruise, July 2-17, 1988". I loved the comments on a special T-shirt presented to me as cruise captain--this T-shirt will never be washed. And my special thanks to all for the lovely anchor bookends presented to me as cruise captain. It was unexpected and unnecessary but accepted with warm thoughts of wonderful cruising companions.

In 15 days we logged more than 375 miles, honed up on our sailing and piloting skills and made and kept good friends.

NATURE SMILED ON CORN CRUISE

Jane and John Bourke

Fourteen skippers signed up for the Corn Cruise on Saturday, August 27th. Three more boats joined us at our anchorage, five miles up the Wye River away from the heavey traffic of the East Wye and Shaw Bay. The wind was just where it was supposed to be, southwest, and the day was sunny. The breeze built up during the late morning and gave us a delightful afternoon sail. Nature was not only kind to us in providing a fair wind, but the sunset was so beautiful we interrupted our sing-along to contemplate it. Equally impressive was the full moon and cloudless sky that was with us all night.

FINALLY was the party boat with an overflow onto TERREMAR AND ZYDECO. Our thanks go the the Enstams (SONG BIRD) for serving as taxi boat, ferrying passenger to and from the other rafts and singles.

We were pleased that Saturday had been such a wonderful day. Sunday was cloudy and the wind still southwest. This meant a beat all the way back to Herrington Harbour. Those who returned Sunday were lucky. Monday morning the tail end of tropical storm Chris hit the Bay with extremely high winds.

The cruise included AMITIE, ESPRIT, FINALLY, FREE BIRD, INFINITY, KELLY ANN, MATTY'S SONG, MIZ TEE, PADDY WACK, PILGRIM, QUINTET, SEA SAW, SHAWN, SONG BIRD, TERREMAR, TUPPENCE and ZYDECO. Maria and Joe Penny (TUPPENCE) came on their first HSA cruise. Linda and Cap Mundy (ZYDECO) were also first timers.

MID-BAY NORTH CRUISE

Larry and Helen Glick

It was a rainy morning when the HSA Mid-Bay North Cruise set sail on August 20th. Four boats, ADELANTE, FINAL FANTASEA, WHITE GULL and WINDSHADOW

began what was to be a nine day cruise to various well known and always interesting ports and harbors. We were joined for the first anchorage in the Magothy River (Broad Creek) by RAMSHACKLE and SPOOK. Although it was a rainy day, the wind was fair from the southeast and it was a good day for sailing north. By our good fortune, the rain stopped as we went past the Bay Bridge and the evening and night were clear and fresh.

A note of caution regarding Broad Creek in the Magothy: there is a shallow shoal just out from an incredible new house, still under construction, whose inhabitants must never throw stones. All of glass and at least three storeys high, it may entice sightseers to sail too close to the north shore and to hang up on the shoal as did one of our boats, until high tide floated it free.

From the Magothy on the second day, we sailed across the Bay and back again into the Patapsco River up to Baltimore Inner Harbour Marina. The motor trip on the Patapsco was unpleasant because of the vast fleet of powerboats out for a Sunday cruise.

After a fun layover in Baltimore, with people taking various walking trips around the Inner Harbor, Fells Point and other neighborhoods, we had a relaxing party evening at the dock. The next day was a day of great sailing over to the Eastern Shore for anchorage in Fairlee Creek where we were joined by BARNACLE BILL. Two boats, WHITE GULL (in the lead) and FINAL FANTASEA made an unplanned detour up Worton Creek, thinking it was Fairlee, before realizing the error and correcting. Well, Columbus was looking for India, wasn't he? A wild storm hit us in Fairlee Creek in the middle of the night. Boats were swinging 360 degrees and some (none of ours) dragged and had to reanchor. Excitement, but no disasters.

Then on the the Bohemia River (off the Chester) for one night (stay close to the nun as you enter the river) where again we had a night storm (but not as violent as in Fairlee Creek). Due to schedule conflicts, ADELANTE left the cruise after the Bohemia and returned to Herrington Harbour.

On up the Chester by motor (about 12 miles) past the beautiful homes and farms that border the river. One new house appears to be a remodelled grain silo; very impressive, with many large windows and, we think, an elevator in the middle. We docked at Kiblers Marina in Chestertown. Servicable, somewhat shabby and the only marina we know whose docks are under water at high tide. The Old Wharf Inn which is adjacent to the marina serves excellent food and is worth getting wet feet.

Other obligations required FINAL FANTASEA to head back the next day, while the rest of us remained for a layover at Chestertown. This old town is quaint and loaded with charm. One caveat however: a number of the cruise group took high tea at the White Swan Tavern and were extremely disappointed at the quality of the offerings--to be avoided.

The three boats remaining on the cruise motored back down the Chester for the last night out in Queenstown Creek. This is a quiet place but a chancy entrance. We saw several boats aground near the very narrow channel. The final day of the cruise took us through Kent Narrows and on into the Eastern Bay and, but for WHITE GULL, back to Herrington Harbour. The old GULL developed an overheated engine and was forced to fall back to St. Michaels.

After a mechanic's assistance, the GULL was able to limp out two days later for a super sail down the Eastern Bay and into Herrington in record time.

Fortune smiled on this cruise. But for the first day of raininess, the weather was superb. The heat had broken, the sun shone and there were many days of fair winds. Of particular pleasure to us on WHITE GULL, was the companionship of our easy going, laid back, no high anxiety cruise mates. Ginnie and Stan Fant, Jim, Peg and Maria Hargreaves, Laurie and Rich Siegel and their two fine assistant skippers, Eric and Emily, and Jeanne and Bill Turner were as always, helpful and fun to be with. Here's looking to a similar cruise next year.

A CIRCLE OF FRIENDS Joe and Lana Batts

The weekend of August 13-14 was a typical, triple H August day: Hot, Humid and Hazy. The plan was to sail to Trippe Creek above Oxford and form a circular raft in sheer defiance of any thunderstorms that may have appeared on the horizon. However, such a plan didn't spark any thunderstorms or enough enthusiasm in our membership and only eight boats (including BELFRY) showed up. Hence, the Circle of Friends rather than a circular raft. We had a fun time with BELFRY serving as anchor and party boat. Bill Gingras, in his newly purchased, one gallon per mile Trojan, joined us and tied off our transom to share good stories and excellent hors d'oeuvres. Rich Ordeman single handed SPOOK, much to the consternation of Marie, since Rich now feels he's prepared for a single handed voyage to Bermuda. Boats participating were: BELFRY, HELLO DOLLY, PADDY WACK, SONG BIRD, SNAPPY, BARNACLE BILL, SPOOK and GEMINI II.

BERMUDA AND BACK Larry Novotney

ALLEGRO, with an all-HHSA crew of Larry, Marie and Jennifer Novotney, plus Mac and Linda McBroom, enjoyed another fine sail to Bermuda. Several windless days east of the Gulf Stream, however, made this year's Annapolis-St. George extravaganza less of a race than the crew would have liked.

As a matter of historical interest (and contrary to what was reported in a previous newsletter), ALLEGRO actually was the first HHSA boat out of the Bay; it was exciting to watch, over our stern and at a great distance, a half dozen other race participants converge on the Thimbles Shoal Channel and scramble towards Chesapeake Light.

ALLEGRO had a safe and dry, albeit slow, passage to Bermuda, without problems except for a broken alternator belt (repaired) and the discovery that Marie had neglected to include poupon mustard in the provisions (too bad we were out of radio range from HIGH PRIORITY--Ben undoubtedly had some on board!) Bermuda again provided pleasant weather, fine beaches, terrific parties, and several memorable dinners with other HHSA participants.

Larry and Jennifer had a great sail back to the Chesapeake, with the first 400 miles of the trip characterized by 12-15 knot southerly winds under clear skies. A front passed as ALLEGRO entered the Gulf Stream, and

the combination of the current flowing north at 2-3 knots while the wind blew towards the south at 25-30 knots created some interesting sailing.

We were expecting a relaxing reach up the Bay, having cleared the bridge-tunnel at dawn after five days at sea. Naturally, this was not to be the case. A classic summer afternoon thunderstorm struck as we were crossing the mouth of the Potomac later that afternoon, with wind gusts of 120 mph registered at Point Lookout. This, however, was merely a precursor to a cold front that passed at dusk as we were approaching the Patuxent River. ALLEGRO had hoped to be in Herrington Harbour by midnight, but the reality of 25 knot headwinds coupled with a vicious 4-6 foot chop made Solomons an attractive alternative.

Although ALLEGRO, ARIEL, HIGH PRIORITY and MELTEMI failed to earn any trophies, if the Race Committee had presented awards for memories and enjoyment, HNSA would have brought home the silver!



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