

# HARBOUR LIGHT

~~May~~, 1989

Herrington Harbour Sailing Association

JUNE

## CALENDAR AT A GLANCE

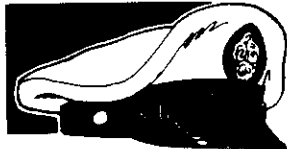


JUNE

- 3 Novice Race
- 3-4 Pickup Cruise #2 - CC: Himes (Sea Sparrow)
- 7 Wednesday Night Race #5
- 9 Friday Night Race
- 10-11 June Regatta
- 14 Wednesday Night Race #6
- 16-18 Father's Day Friday Night Cruise to La Trappe Creek - CC: Kunze (Vinden)
- 21 Wednesday Night Race #7
- 24-July 9 Northern Bay Cruise - CC: Siegel (Wind Shadow)
- 24 Point-to-Point Race
- JULY
- 1-4 4th of July Cruise to Hunting Creek - CC: Forte (Trio)
- 7-15 Southern Bay Cruise - CC: Katz (TerreMar)
- 12 Wednesday Night Race #1 (Series 2)
- 15-16 Cruise to ?? - CC: Nemerson (Hide-Away)
- 19 Wednesday Night Race #2
- 22-23 Cruise to ?? - CC: Nickson (Wind Dancer)
- 22 Point to Point Race
- 26 Wednesday Night Race #3

### From The Commodore's Corner

By Rich Ordeman



**New Members Party** - Thanks to all who participated in the New Members Continental Breakfast. This new twist to the new members party brought at least 50 of us together for an early morning social before the day's events. The sweet rolls, coffeecakes, and fruit were delicious and quickly devoured.

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From page 1

Again, welcome to the new members. I hope you will gain new friendships through our activities. The tremendous response from the experienced members indicates your intent in making the new members feel a part of our organization and activities.

If you missed the first breakfast, you will have another opportunity. In late July, we plan to have another continental breakfast. New members will be recognized and a cruise destination determined. This is not to say that those of you who have recently joined have to wait until the next party to get involved. To the contrary, please join us at the starting line, captains meetings, and raft ups. All are welcome.

Notes- Darlene Forte has asked me to convey her thanks to HHSA members for their many expressions of kindness during her recent surgery. Darlene is now recuperating at home and looking forward to a slightly delayed 1989 sailing season.

I would also like to wish Jack Marquez a speedy recovery and return to the Freebird cockpit.

## The Racer's Chute

By John Kremers

The racing season started out with a postponed race due to a thunder storm, but the turn out was great! The missed race is being made up on Saturday May 20th so the results will be in the next newsletter.

We have had two Wednesday races. For the first race we had beautiful weather and a nice turn out although we could use a few more boats in the spinnaker division (we only had one). The race had some exciting moments with SPOOK crossing the line before the start and four boats finishing within seconds of each other. CALLIOPE took the gun for the spinnaker division and ESPRIT took the gun just ahead of SPOOK in the non-spinnaker division. The following are the results from Wednesday race #1:

Spinnaker division	corrected time	place
CALLIOPE	2386.5	1
Non-spinnaker division		
SPOOK	2485.7	1
MANATEE	2553.8	2*
ESPRIT	2593.25	3
LIONESS	2612.9	4
WIND SHADOW	2580.65	5
CIRCUS	2697.95	6

\*corrected time for MANATEE is based upon initial rating which will be reviewed by the race committee.

The second Wednesday race was sparsley attended due to bad weather reports. The actual weather was nice, so all of the boats that raced had a good time. No boats were entered in the spinnaker division. MANATEE took the gun for the non-spinnaker division. The following are the results from Wednesday race #2:

Non-spinnaker division		
MANATEE	2581.8	1*
LIONESS	2724.4	2
SASHAY	3603.0	3

Thanks to Mary Beth Downs for doing a great job turning the race as committee boat.

Wednesday night standings after two races:

Spinnaker division	points.
CALLIOPE	1.5
Non-spinnaker division	
MANATEE	2.75
LIONESS	6.0
SPOOK	8.75
SASHAY	10.00
ESPRIT	11.75
WIND SHADOW	13.00
CIRCUS	14.00

All boats that have not started in both races were given point for DNS.

We will be having our spring regatta on June 10th and 11th, so get your crew ready for some good racing. If you can help out by being a committee boat for this or any other event, please give me a call. We hope to have a good turn out for the races, so if you are not going to race, come on out anyway and watch and cheer for your favorite rear commodore of racing.

The novice race is on June 3; if you have not called please do so quickly. There is no charge for this event and it is your opportunity to learn and find out just how much fun racing is.

We will be having our second point to point race on June 24, so if you would like to try racing this is a good event to enter. The race will be on the way to the cruise destination to allow anyone who is interested the opportunity to race.

We have a good start to the racing season with some new boats and skippers, but I sure would like to see more of you out there having fun.

## Women's Big Boat Regatta Announced

The West River Sailing Club has invited all HHSA women to enter the inaugural Women's Big Boat Regatta on June 17-18. The first race of the regatta on June 17 will be the first race of the Roy Smith Memorial (a three race series this year). John Kremers has the information and entry forms. Call him on 922-6297 for more details.

Women who would like to crew but have no boat to enter, or skippers who need more crew should call Mary McLaughlin on (301) 757-5917 (home) or (202) 452-2259.



## Cruising News

By Jeff Forte

If I had to pick one month of the year to go cruising on Chesapeake, it would have to be June. June is the best: long days, pleasing temperatures, no jellyfish, and good winds. This month is highlighted by the fathers day cruise and closes out on the three week long Northern Bay Cruise beginning June 24th.

Before you know it, June turns into July and due to a quirk of the 1989 calendar, the last day of June is also the Friday of the 4th of July weekend. The destination will be Hunting Creek off the Miles River. Rumor has it that the cruise captain is thinking of rounding up several old-fashioned hand crank ice cream makers, plenty of crushed ice and some rock salt for an afternoon of vanilla, chocolate, and strawberry on the beach.

Unfortunately for many HHSA members, the length of this year's 4th of July cruise may be just another weekend because the 4th falls on a Tuesday. For those who can take off on Monday, the 4th of July cruise will be an extra day longer than usual. In general, the plan for this longer holiday is to spend Saturday and Sunday nights in Hunting Creek with Monday night's anchorage yet to be decided.



## Pick Up Cruise to Dun Cove

By Meredith, Bob, and Jenny Parker

The first indication was sunshine!! The second was the large gathering by the men's head. This weekend had great possibilities. Due to light winds and an "iffy" forecast, Dun Cove was agreed upon for our destination. Some of us took our time leaving, waiting for more wind or tending to last minute details. We had a delightful sail across the bay.

The anchor boats were among the last to arrive, so there was some milling around in the meantime and small temporary rafts formed. There was a shortage of dinghies for some reason, so we had ferry boats, large and small, to ensure that everyone made it to the party raft. It was a delightful time - seeing old friends and meeting new, and becoming reacquainted with contacts lost over the winter.

The spark of summer cruising was fully ignited in the tranquility and beauty of the spring evening and the sharing of ourselves and good food on the decks of our beloved sailboats. We even accepted a check for new membership from a fellow sailor who found us irresistible and joined our raft-up.

Sunday proved to be a typical summer Sunday - no wind - further indication that the cruising season is underway.

Boats that participated were WHIGAMALEERY, WHITE GULL, BARNACLE BILL, WIND SHADOW, CALLIOPE, CATSPAW, WIND CHIME, TERREMAR, HIDE-AWAY, MIZTEE, TUPPENCE, BELFRY, AMITIE, SPOOK, PADDY WACK, SUMMER FIRE, HANGOUT, GENTLE SPIRIT, AND ALLEGRO (a 10pm arrival)

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## Ice Breaker Cruise

By Rich and Marie Ordeman

As the weather forecast dictated, the first cruise of the season was to the Rhode River. The actual wind directions were not quite as advertised, but when are they? From early afternoon into the evening, all who arrived commented on the quick trip. However, at that point the real fun began - a search for some holding ground. Most had an introduction to large quantities of grass. The bay must be getting well.

With storms pending and anchors dragging, the official cocktail party was cancelled. Some were able to get together for a short period although the dinghy trips were a struggle in the gale. The forecasted storm arrived and allowed Gentle Spirit to test new foul weather gear. During the storm most watched the late arrival of High Priority, circling in and around the anchorage. Later we learned that Judy was at the wheel while Ben watched the Kentu

An apres-storm social was held on High Priority for those remaining within the anchorage. Some boats had chosen to anchor elsewhere and others returned home.

Sunday we found winds from the west making for a quick trip home. Considering the Sunday morning temperature, the cruise was aptly named "ice breaker".

Participants included Allegro, Espirit, Gentle Spirit, Hide-Away, High Priority, Paddy Wack, Relax, Sea Sparrow, Spook, TerreMar, Trubador, Whigmaleery, and Wingit.

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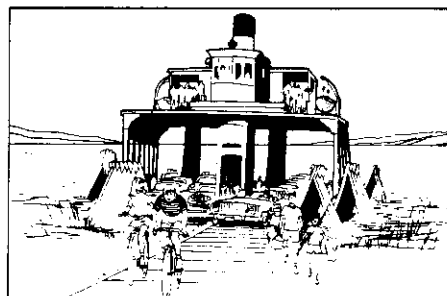
## FULL MOON CRUISE

Kent & Halli Kunze

Don't forget the "full moon cruise" to La Trappe Creek on Friday June 16. If the weather cooperates, we will depart the marina after a 7:30 p.m. captains' meeting. (The cruise will only depart Friday evening if the weather is perfect.) Friday's destination will be Dun Cove with the remainder of the cruise completed on Saturday morning.

For those who cannot make a Friday evening departure, there will also be a Saturday captains' meeting at 9:00 a.m.

La Trappe creek is a lovely spot complete with a small spit of land where we will attempt to hold the evening cocktail party. Mark your calendars and join us for this full moon event. Any questions, please give us a call (522-6298).



## Don't Forget the Vacation Cruises

You have two long vacation cruises to choose from if you haven't made up your mind. Martin Katz (301-977-1234) is still accepting reservations for his two weeker to Norfolk July 1 to July 15. Rich Siegel (202-727-6343) leads a Northern bay cruise from June 24 to July 9. Give one a call.

## Rafting

By Tony Duncan

[Ed. Note: The following article appeared in the May, 1988 *Harbour Light*. With cruising season upon us, The Executive Committee thought it would be worthwhile to repeat it. Next month I will reprint another article covering the mechanics of 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 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 on the raft, when does the raft breakup 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 be the anchor boat 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 on too small an anchor resulting in dragging, re-anchoring, re-dragging, and, finally, breaking up the raft and starting over. **BAD! SLOPPY!! UNNECESSARY!!** A little discus-

sion 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:

**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.

**Determining the limitations of an anchor boat** as to the number of boats alongside and if space will be reserved for a particular late arrival.

**Ensuring that there are enough anchor boats** to handle the cruise.

**Announcing the rafting plans** at the pre-sail meeting and later by radio to boats joining en route 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. 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:

**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 raft planning.

**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 OK 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.

**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 yours. 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 the plan for breakup.** Remember, 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.

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

*Continued on Page 5*



From Page 4

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 boat to all work together, plan early, and communicate with each other. A joint effort by all can solve the rafting problem.

## It's My Turn



This gets more and more fun each month. Maybe it's just because we are getting into sailing season.

Some time back we agreed to join BOAT/US' Alert Network. The network keeps boating organizations up to date on what Washington is trying to do to (lots) and for (not much) boaters. I received a flyer from BOAT/US (reprinted herein) this month warning that user fees are being proposed again.

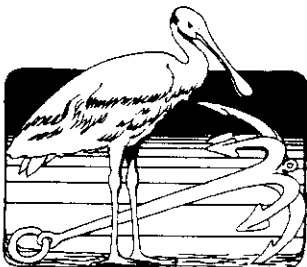
Logic would dictate that user fees go to support the service used (the Coast Guard, for example). Alas, the user fees are to supplement the general treasury, not the Coast Guard or any boating related activity or program. That is what most people call a tax, not a user fee. BOAT/US suggests we write our Congressmen. I agree.

Have you seen all the new boats in the Marina?? I have a new Beneteau First somethingorother across from me. Makes my mouth water. I've also got a new Pearson down from me. The Batts have a big new gorgeous C&C somethingorother. (Got to keep the

jealousy down)! Remember Jan Thornburgh's Dory Dawn, that slow but determined Cape Dory that liked to race 'till midnight? Gone! In her place is a new Gilbert 30. (I don't know what a Gilbert is either but she's finishing in the money.) One of our new members from last year has a new Moody 37. I've got a son graduating from college next May. If only I can hold off until then.

P.S. I didn't make up the letter to HHSA.

P.P.S The July newsletter will be late. Just how much remains to be seen. I will be out of town from June 4 until as late as June 21. I promise I will get it out as soon as I can.



## New Member Roster

HHSA welcomes the following new members to our Association and wishes them fair winds and following seas. We hope to see you on all of our activities. Welcome aboard.

Dick and Sue Ackley, E. Sue, B-10  
Bill and Jane Carlile, Bote II, H-18  
Daniel and Susan Crowley, Anywhere, NE-19  
Paul Goldwasser, Nirvana, NG-07  
Rhett and Susan Holden-Dodge, Sanity  
George and Phyllis Pierce, Sandpiper  
Bud Souder, Rope Yarn, K-50

If our veteran members are on the same dock, or just in the neighborhood, stop by and say hello.

## Letters To HHSA

As members from "the North" we really enjoy your newsletter. Stephen and I read it thoroughly and are looking forward to participating in the association's activities more fully this year.

Because of our thoroughness in perusing these pages, however, we've come across something in this year's newsletter that each month I expect will be at least mentioned. I refer to the list of the association's Executive Committee. Perhaps no change is needed if Mr. Justice's opinion of Mrs. Justice is intentional. I for one think it's sweet.

Marguerite Ragone  
Second Wind

*Ed. reply: No change is needed.*

## Looking Back

*Ed. note: From time to time we reprint interesting articles from previous issues of Harbour Light. Here's another. This one first appeared in the August, 1985 edition. It was contributed by Tom Schuyler who claimed it magically appeared in his in-box.*

The two most commonly used terms in boating are port and starboard. Facing the bow, port is on your left. It is easy to remember; port has four letters, left has four letters. So, port is left, right?. Since there are only two sides on a boat, and port is one of them, it is obviously clear that starboard is the side that is left. That means starboard is right, right?

Other necessary nautical terms include:

AHEAD - The nautical for ajohn.  
ASTERN - Without humor, i.e., "The captain told no jokes. He was astern captain."  
AMIDSHIPS - To be surrounded by ships.  
BERTH - What happened the day you were born.  
BUNK - A phony sea story.

*Continued on page 6*

From page 5

**BUOY** - The floating device you always smash into when trying to avoid the submerged obstacle the buoy is there to warn you about.

**CHANNEL MARKER** - Tells you what station you are watching on your portable TV. (Commonly found on stinkpots).

**DINGHY** - The sound of a ship's bell, i.e., "dinghy, dinghy, dinghy".

**DISPLACEMENT** - accidental loss, i.e., when you dock your boat and later you can't find it, you've displaced it.

**DOCK** - Nickname commonly applied to physicians.

**EDDY** - Admiral Nelson's last name.

**HEAVE HO** - When combined with pointing, it is the direction you are to be seasick toward.

**KEEL** - What your wife would do if she finds out you bought a new boat.

**LAUNCH** - The meal you ate before you heave hoed.

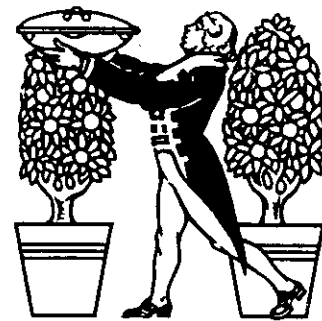
**MOOR** - The British word for Grasslands. If you try to tie up here, you have run aground.

**PORTHOLE** - A hole in the left side of the boat....or is it the right side?

**QUARTERDECK** - The floor of a cheap boat that costs about a quarter a foot.

**TIDE** - The phenomenon that causes your boat to be too high to get into at the dock.

**WAKE** - powerboat's revenge on sailboats.



## Stress Diet

Sailing season and munchies go together, an enjoyable break from our hectic workday lives. For those days when you are stuck at home or the office, ready to climb the walls, and still want to control your fuel intake, we recommend this stress diet.

### BREAKFAST

1/2 Grapefruit  
1 slice whole wheat toast  
8 oz. skim milk

### LUNCH

4 oz. lean broiled chicken breast  
1 cup steamed zucchini  
1 Oreo cookie  
Herb tea

### MID-AFTERNOON SNACK

Rest of the package of Oreos  
1 quart Rocky Road Ice Cream  
1 Jar Hot Fudge

### DINNER

2 loaves garlic bread  
Large pepperoni and mushroom pizza  
Large pitcher of beer  
3 Milky Way candy bars  
Entire Frozen Cheesecake eaten directly from the freezer

### DIET TIPS

1. If no one sees you eat it - it has no calories.
2. If you drink a diet soda with a candy bar, they cancel each other out.
3. When eating with someone else, calories don't count if you both eat the same amount.
4. Food used for medicinal purposes NEVER count, such as:  
Hot Chocolate, Brandy, Toast, and Sara Lee Cheese cake.
5. If you fatten up everyone else around you - then you look thinner.
6. Movie related foods don't count because they are simply part of the entire entertainment experience and not a part of one's personal fuel, such as Milk Duds, Popcorn with butter, Junior Mints, and Licorice.
7. Cookie pieces contain no calories. The process of breakage causes caloric leakage.

Contributed by Debby Justice from an unknown source.





## BOAT OWNERS ASSOCIATION of THE UNITED STATES

Washington National Headquarters  
880 South Pickett Street, Alexandria, Va. 22304

(703) 823-9550

TO: All BOAT/U.S. Alert Network Members  
FROM: Michael Sciulla  
May 10, 1989

### USER FEE TAXES PROPOSED AGAIN

Although some things change in Washington, such as Administrations, many other things always seem to remain the same. As many of you know, the federal government has been trying for years to raise significant revenues by levying so-called "user fees" on recreational boat owners. These proposals have been defeated each year, thanks to an outpouring of opposition from boat owners. We will have to do it once again, because the Bush Administration has just issued a new "user fee" proposal designed to collect \$150 million from recreational boaters.

Under this proposal, every boat owner using the navigable waters will have to pay \$25 per year to the federal government. This latest proposal is nearly identical to those proposals which have been defeated in past years. The following arguments have proven successful over the years.

- 1) The cash-starved Coast Guard will not see one extra nickel added to its budget. All monies collected will go to the government's general fund.
- 2) Many boaters around the country who boat on navigable waterways, where there is no Coast Guard, would be required to pay.
- 3) Boat owners have already paid over \$100 million in federal fuel taxes to support the Coast Guard. Under the Wallop/Breaux Trust Fund, \$30 million is given to the Coast Guard each year. This will increase next year to \$35 million per year.
- 4) The Coast Guard has significantly cut back its non-emergency assistance to boaters. Many are now paying commercial towers for help.
- 5) The House of Representatives defeated a nearly identical proposal two years ago by Rep. Silvio Conte by the vote of 287-119.

As you can see, this "user fee" proposal is really nothing more than a new tax designed to raise revenues. And, even if this \$25 "user fee" tax now seems modest, there is every indication that once the federal government gets the authority, it could increase significantly in future years.

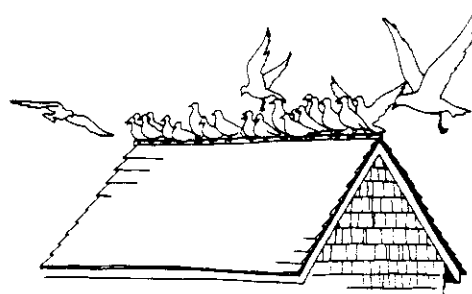
We've got to nip this in the bud now and we're asking you and your friends for help. In your own words, use the information above and send a letter to each of the following legislators: Reps. Billy Tauzin (D-LA), Bill Frenzel (R-MN), Leon Panetta (D-CA), and Jamie Whitten (D-MS). Address: (Name), U.S. House of Representatives, Washington, D.C. 20515. In the Senate you should contact: Sens. Ernest Hollings (D-SC), John Danforth (R-MO), Jim Sasser (D-TN) and Pete Domenici (R-NM). Address: (Name), U.S. Senate, Washington, D.C. 20510. Since this is an Administration proposal, it wouldn't hurt to also let President Bush know how you feel. Address: Hon. George Bush, The White House, Washington, D.C. 20500.

Your letter should indicate that you oppose the Administration's "user fee" tax proposal, as well as H.R. 2118, a nearly identical bill introduced by Rep. Conte. Ask for their position and please, send me a copy of their reply.

Together, we can defeat this proposal yet again!

**Herrington Harbour Sailing Association  
Executive Committee**

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RCMDR/Cruising - Jeff Forte (301) 657-3146  
RCMDR/Social - Laurie Siegel (202) 387-3115  
RCMDR/Training - Bob Parker (703) 455-SAIL  
SEXY/TREAS - Debby Justice (703) 922-9777  
NEWSLETTER - Floyd Justice (703) 922-9777  
PAST COMMODORE - Bryan Davenport (703) 451-8692  
CBYRA Rep - Tom Schuyler (301) 963-9528



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