



CALENDAR AT A GLANCE

- May 5 -- 9:00 am New Racers Seminar #4 Upwind Tactics - Tom Schuyler to be followed at Noon (12 - 5) by a Novice Regatta
- May 12 - 13 -- Mother's Day Cruise To Cox Creek; Captain's mtg at 9:30 am; Pt. to Pt. race
- May 16, 23, 30 -- Wednesday Night Series #1 race -- Races 1, 2 and 3
- May 19 - 20 -- Welcome the New Members Breakfast at 9 am. (on the beach); 10 am - New Members Cruise to Dun Cove
- May 26 - 28 -- Memorial Day Cruise to Wye River - Cruise Captain mtg at 8:32 am

TONY'S TIDBITS

by Tony Duncan *PILGRIM*



CHILI FEAST. April got off to an exciting start with the HHSA Annual Chili Feast on the 7TH. We packed the Main Ball Room of the Holland Point Community Center with somewhere between 100 and 10,000 of the faithful (plus or minus a few). Laurie Siegel and the Social Committee did their usual OUTSTANDING job in organizing the event, which featured chili from that famous gourmand delicatessen "Whittmans of Rose Haven". Vice Commodore Dick Nemerson recruited a couple members and distributed a few burgees while our rag merchant, Bob Parker, peddled some tee shirts and other neat HHSA logo merchandise. The group was then entertained with a dramatic account of the exploits of Miz B J Watkins' short lived, single-handed Atlantic crossing. The crossing and the evening ended all too early, but for different reasons. In addition to the presentation the purpose of this spring-time social event is to renew old acquaintances after a long cold winter and to meet the new members, while enjoying some good food, beer and companionship. Seems like there's just is not enough time to do it all and do it well, which is an other good reason to have the upcoming New Members Cruise.

NEW MEMBERS CRUISE. It is my privilege to be Cruise Co-Captain with "Pattyduncan-Pattyduncan" for the traditional New Members Cruise scheduled for Saturday the 19th of May. The week-end will start officially at 9:00 AM with a continental breakfast on the beach, weather permitting, otherwise in the club room. This will delay the pre-sail Captain's meeting until 10:00AM. No big deal since the cruise destination is planned to be Dun Cove on Harris Creek off the Chop-tank, which was selected for the short transit time. More time for the socializing not accomplished at the chili feast! There is no charge for the breakfast for either new or old members. We would like to see as many members as possible attend this event. It is not exclusively for new members. The purpose is to introduce the maximum number of new members to as many

of the old members as possible. COME ONE COME ALL.

SOUTH RIVER SAILING ASSOCIATION. The last issue of HARBOUR LIGHT contained a flyer for the SRSA annual Sand Bucket Beach Party (2-3 June). In the last minute rush of going to press the accompanying invitation-letter from the SRSA Commodore to HHSA was inadvertently omitted. Sorry about that. The inclusion of the flyer was both a courtesy to a fellow Sailing Association and a possible service to those few HHSA members who do not plan to attend our big scavenger hunt cruise occurring the same week-end. Possibly we could plan an event with SRSA next year if there is sufficient interest. Let a member of the EXCOM know what you think.

CORINTHIANS The April issue of "Chesapeake Bay" magazine contained an article in the "Bay Scene" section praising the activities of a boating organization named the CORINTHIANS. Subsequently we have received amplifying information in the mail, which is too detailed to be included in HARBOUR LIGHT. Basically their main mission is to match up crewless boats with boatless crews. Anybody interested please see me.

The EXCOM meeting was held April the 2nd at Mary Beth Down's home in Arlington, VA. Laurie Siegel reviewed plans for the Chili Feast, which as you know by now was a great success. Bob Parker lamented the conclusion of the winter training sessions,

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but recognized he would now be able to devote more of his time and talent to an even bigger and better Video Lending Library. He promised to provide the details of the Grand Opening to the membership in the near future. Bob also presented a preview of his 1990 Merchandise Program of which he is very proud. We all should be able to purchase some great HHSA logo items very soon now thanks to Bob's energy and imagination. Dick Nemerson's membership drive report revealed we lost 40 some odd members from last year's roster, which is in keeping with our normal 25% annual turnover. His enthusiastic membership committee is now directing its full attention to new member recruiting to reach the target goal of 210. Dick also presented some recommendations conceived by the Ad-hoc committee reviewing the Annual Membership Directory (New Name). The Directory promises to be more complete, handsome, informative and delivered to the membership earlier---with 2 copies per membership. **OUTSTANDING !!!!!** Mary Beth submitted the 1990 Racing Instructions for EXCOM approval, which was immediately forthcoming. The Newsletter committee reports that we all may expect to see photos in **HARBOR LIGHT** soon. All in all it was a very good meeting. The next EXCOM meeting is scheduled for the 7th of May at the home of Nick Brixius in the District.

Training / Merchandise
by Bob Parker
Gentle Spirit

HHSA is offering quality merchandise at reasonable prices to the membership. The availability of these items is predicated on a reasonable response to the purchase of tee shirts. All the other items will be sold on a one-time basis since the Association logo will be screened on those items at the time of the tee shirts. A full description of the items available is included in this newsletter, along with an order form.

There is no time to procrastinate. You must order now. If there are not sufficient orders for the tee shirts, none of the other items will be ordered. Order your tee shirts, polos and sweats now. Even if the Association does order the tees, this will still be your only opportunity to purchase the polos and sweats. Fill out the enclosed form and mail it today to beat the deadline.



Baltimore Cruise

Coast Guard Bicentennial

July 20-23rd

Cruise Captains: Bobbie & Dick Nemerson

We have been able to reserve additional slips in Baltimore. Plan to join us and explore Baltimore during the Coast Guard's Bicentennial Celebration July 20th - 23rd.

The HHSA cruise plans to leave HH in early morning and arrive at Baltimore's Anchorage Marina Friday evening July 20th. Final details are being worked out but we have planned the following events for our participants:

Bill Oliver of China Sea Marine Trading Company will be open - for those of you who have found this unique Sailing Store always closed - he promised to be open for HHSAers. There will also be tours of the Coast Guard tallship "Eagle", Taney and Chesapeake Light ships. Friday evening will not be complete without a visit to Surf Side Sally or Francines Bay Cafe. Daytime visits to Baltimore's attractions and Brown's Wharf will entertain one and all. Saturday evening there will be an outdoor barbecue with possible special entertainment. We will leave Baltimore on Monday morning to return to Herrington Harbour.

To send in reservations for slips we need a deposit of \$1.00 per foot for one night. Please send your reservation (A.S.A.P.) with your name, address and check made payable to Dick Nemerson at 21 Paddock Court, Potomac, Maryland 20854. If you can't stay until Monday, plan to join us for part of the time; if you have any questions, please call.

A Musical Note

MAGPIE, the popular duo will perform an evening of maritime music at the Navy Museum, Washington Navy Yard, SE, Washington, DC on Thursday, May 17, 1990 at 7:30 p.m. Using traditional instruments such as the harmonica, mandolin and fretted dulcimer, they will perform a variety of music including songs of shantymen, whales and fishes.

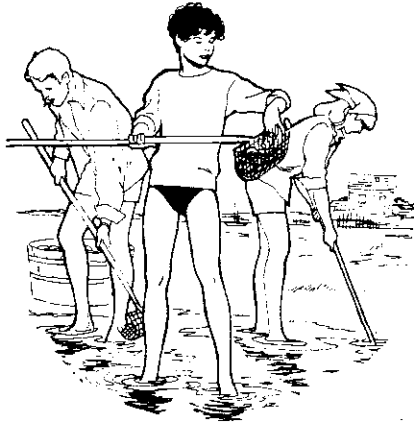
Terry Leonino and Greg Artzner of MAGPIE have performed together for more than 15 years. They have toured throughout the United States, Canada, England, Scotland and Mexico at folk festivals, in schools and museums.

This event is free and open to the public. For reservations or information please call (202) 433-4882.

MEMBERSHIP

by Dick
Nemerson
Hide-Away

As HHSA's sailing activities and programs continue to evolve and thrive in our tenth year, so does our membership. For 1990 we will be about 200 members strong.



I am happy to report that, again, the vast majority of past members have renewed for 1990. Please welcome the following new members who have joined HHSA during the last 6 weeks:

John & Rhoda Allen --- *Chelsea Morning*
David Bixler & T.J. Sullivan --- *Regina Mare*
Gap & Kathy Bono --- *Impetuous*
Ed & Jan Gerry --- *Tethys*
Randolph & Warna Gillies --- *Godspeed*
Ira & Janine Green --- *Vertige*
Jim & Nancy Hegland --- *Laughing Budda*
Art & Pat Hoffman --- *Illusions*
Dennis & Brigid Krizek --- *Elici-Vitae*
Erwin & Sylvia Mack --- *HiHo Sylv-er*
Ron Marland --- *Ramjac*
Marty & Gail Mayfield --- *Bravura*
Marty Miller & John Tasker --- *Seagirl*
Dan & Rehae Miller --- *Lively Lady*
Carl & Alice Nobles --- *Final Pursuit*
Conrad Pearson --- *Orion*
Gary Potter --- *Serenity*
Rich & Alexis Price --- *Priceless*
Biff & Barbara Rees --- *La Renaissance*
Jules & Sandra Rondepierre --- *CA VA Bien*
Lawrence & Pamela Rudner --- *Pilgrim*
Jim & Sally Schofield --- *Impulse*
David & Joanne Slaunwhite --- *Great Escape*
Harry Thranhardt --- *Star Chaser*
Frank Whyman --- *Firefly III*
Jack Wong --- *Fy Shun*

But there is even more activity on the membership front:

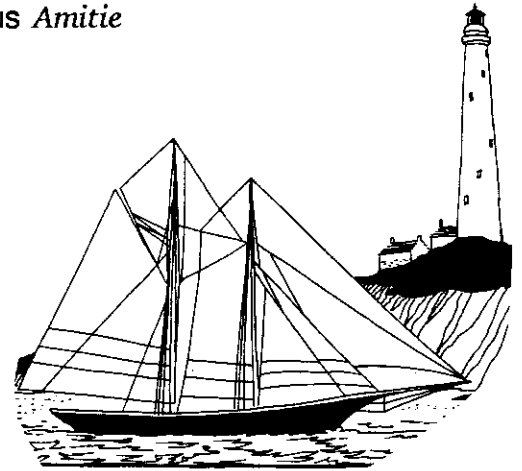
- The 1990 (newly formatted) Directory is beginning the production process. Plans are to distribute two (2) copies per membership towards the end of May.
- Those of you who ordered Burgees should have received them prior to this newsletter; if not, please let me know.

I hope to see many of you (new and old members) at the "Welcome the New Member Breakfast" on Saturday, May 19th. And, if you can make it, join the new member cruise that follows.

CRUISING LOG

by Nick Brixius *Amitie*

It's finally here!! The start of the summer cruising season!! Are you excited?? I certainly hope so, because HHSA has lots of interesting cruises scheduled for the next six months and we hope you will be able to join a cruise whenever you have the chance. The HHSA cruises are an excellent way to combine the fun of sailing with the fun of socializing with other members of your Sailing Association.



We have a full slate of volunteer cruise captains this year, with only a couple of openings left for those of you who were waiting to firm up your summer plans. You can pencil in your schedule to show Frank & Nancy McCabe as cruise captains on the Labor Day Cruise which will visit Solomons and the Little Chop-tank. That leaves only one opening for a weekend cruise, which is the Pickup Cruise starting on September 15. We also need two volunteers to captain the first and second half of the Freedom Week Cruise from June 30 to July 8 (or one volunteer for the entire cruise). Please call me in the evening at (202) 543-1358 if you are interested.

We haven't scheduled any formal longer vacation cruises this year. I do know that several members are planning such cruises, but were reluctant to act as formal cruise captains in the event their plans might change. As a service to vacation cruisers, I would be happy to use this column to put together members who would like to assemble a small group for an informal longer term cruise. Just let me know if you would like to do so.

I have been asked to discuss rafting for those who may not have been involved in a group cruise before. Please read the description for rafting techniques elsewhere in this month's newsletter. I will discuss briefly here the "etiquette" of rafting on HHSA cruises.

One or more rafts are generally formed at the destination of a cruise. In the past, we have tried to designate several "anchor boats" for rafts at the meeting before the cruise, but this generally has not been satisfactory since the designated boats cannot always get to the destination in advance of the group. Thus, the early arrivals usually start a raft and additional rafts are begun as necessary depending on the size of the group.

Determining who rafts with who and how big the rafts will be is a very informal procedure and all cruisers should be as flexible as they can to smooth the process. Everyone should also be aware that some members choose not to raft, but to join the group via dinghy--a perfectly acceptable arrangement. Others may have prearranged to raft together for any number of reasons--also perfectly acceptable. The best way to sort it all out is to slowly come alongside and talk it over. Also, if you are already anchored or rafted and are willing to take on additional boats, hand a fender over the unoccupied side of your boat to visually indicate that another boat is welcome to join the raft.

The one formal rule that should be observed by everyone is that the skipper of the anchor boat in each raft is the "raft captain". It is his or her decision about how many boats will be in the raft, who they are and where they will be located. If you have special desires about who you will raft with, be sure your raft captain agrees before you join the raft or start your own raft. The raft captain also decides when or if a raft will be broken up. Many rafts will be broken up or reduced in size because of inclement weather or darkness. The raft captain has the responsibility to clearly communicate decisions to all involved.

Once you join a raft, you have implicitly given permission for others to cross your boat at will. Good manners should dictate that crossing someone else's boat should be done forward of the mast - not through the cockpit, and not at times you might expect people to be asleep. Watch where you are walking so you don't trip yourself up or trample another person's gear.

The cruise captain (who will often also be a raft captain) will coordinate any scheduled group activities between the rafts and those anchored individually.

Have fun on the May cruises!

STEP-BY-STEP RAFTING (*Or How Rafting is as Easy as Falling off a Boat*) by Nick Brixius, *Amitie*

According to the American Heritage Dictionary: Raft (raft, raft) n. A flat structure, typically made of planks, logs, or barrels, that floats on water and is used as transport or a platform for swimmers.

According to HHSA: Raft (raft, raft) n. A temporary assembly, typically made of sailboats, that hopefully floats on water (known as not either aground or sunk) and is hopefully not used as transport (known as not dragging) and is used as a platform for a good time.

This will be another of the many descriptions you will see in your lifetime about how to safely form a raft of two or more sailboats (powerboats can be included if you are feeling generous). This will not be a description of how to form a circular raft, which is not as easy as falling off a boat.

Minimum Equipment Required

A. Two (2) docklines, one for the bow and one for the stern, at least 25 feet in length.

B. Two (2) spring lines, for running fore and aft, at least 50% greater than your boat length.

C. One big fender.

D. If you are the anchor boat, you do not need the above items. You will, as you may have surmised, need one suitable anchor and appropriately sized anchor rode. Food for thought: consider how much eight or ten boats weigh as compared to yours alone.

Step-by-Step

A. Assemble the required equipment on deck prior to attempting to join a raft. It is considered bad form to rush around looking for lines while the crew is desperately clutching the lifelines of the adjacent boat. Unless you have fairly long dock lines, consider using the longer spring line to pull the boats together so you can throw them further (thus not requiring a precise docking or semi-controlled (?) collision to pass the lines). Note that the boat joining the raft supplies all four (4) lines and fender, the boat already in the raft may choose to add a fender as self-defense.

B. Obtain permission from the raft captain to join the raft. Find out on what side you should tie up. Be sure someone who appears to be capable (i.e., standing up) is on the outside boat before proceeding.

C. Prepare your selected lines at the bow and stern, cleated to the boat and led outside the lifelines. Hang the fender on the outside of the boat's hull at the widest point of the boat with which you will be docking. Position your crew to make the approach - if you are singlehandling, put on shoes and prepare to move fast!

D. Approach slowly at an angle less than dead-on (the most exciting) and more than parallel (the most boring) such that you can stop close enough alongside to easily pass first a bow line and then a stern line without initiating frantic fending off procedures. Note that with any breeze blowing the raft will probably be changing position as you are doing this, thus making the approach at a slight angle will make it easier to perform needed corrections.

E. Once a bow and stern line are passed between boats, pull the boats together, position the two dock lines and two spring lines, secure the spring lines so that the boats are aligned such that the masts and rigging won't hit or tangle if the boats roll toward each other and secure the bow and stern lines to hold the boats parallel to each other. All lines should be tight so that the two boats are locked together with the fender(s) between them at the middle. If possible, do

not put the spliced eye in a line around a cleat, but rather tie the line to the cleat so you can adjust it if necessary without releasing the other end.

For those who have forgotten the terminology, spring lines run diagonally between boats, from the bow of one to the stern of the other and vice versa. Nobody ever remembers which is the fore spring or the aft spring and you really don't need to know. While bow and stern lines can also effectively act like spring lines between boats of unequal lengths, you can't go wrong by using two spring lines. Using only one spring can allow the boats to move independently if subjected to wakes or when the raft suffers a good jolt when another boat attempts to join it (obviously by someone who hasn't read this newsletter). When joining a raft in a good breeze, deploy first the spring line from the stern of the joining boat to the bow of the already rafted boat to prevent the wind from sliding the newly joined boat backwards.

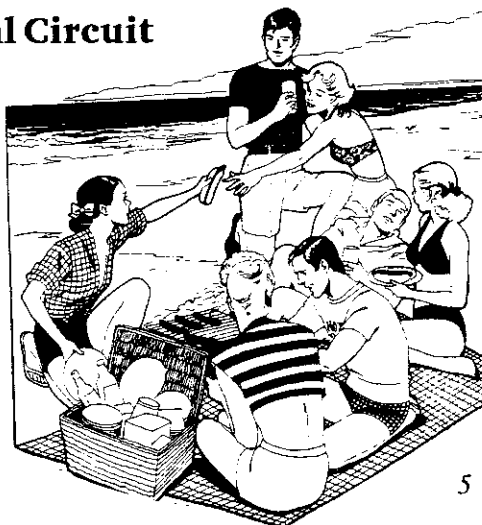
F. Leaving the raft is pretty much doing all the above in reverse. Get the crew ready, think about how you will depart the area, release and retrieve the springs while holding the boats from sliding, release and retrieve the bow and stern lines, push off and drift back away from the raft. If possible, have someone push the bow away so that any wind present will not push the bow back toward the raft as you are sliding backwards - the guys on the raft who will have to fend off bow rollers and bowsprits with all manner of anchors sticking out will appreciate it. Proceed on your way once you know you can do so without fouling on the raft's anchor rode.

Several additional comments of special interest to raft captains. A raft is like a chain - only as strong as its weakest link. The tensions on lines between boats and pressures on fenders are significantly increased on the inside boats in a large raft, especially in a stiff breeze. Check that tall lines are secure and sufficiently large. Keep the cleat used for the anchor rode free of other lines so you can adjust the rode if necessary. A raft that comes apart or takes an unscheduled trip is a truly exciting event. There! Nothing to it! A little common sense and organization will see you through with no problems. Enjoy your rafts.

The Social Circuit

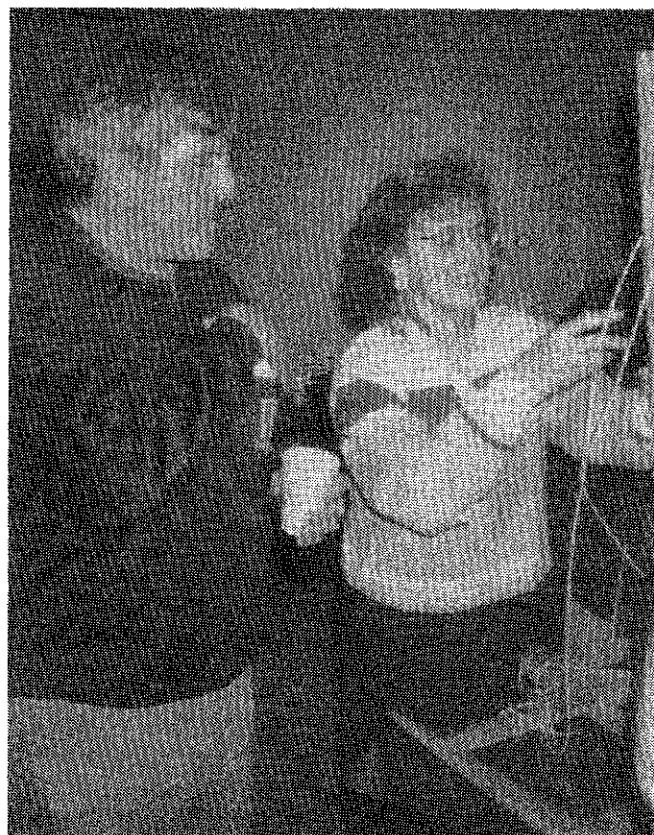
by Laurie Siegel Erily

The dark snow clouds parted just in time for our annual Spring Fling. The Chili Feast was attended by more than 100 HHSAs where



John Whittman served up his best chili dinner. (Some said it should have been a bit spicier. I guess John doesn't realize that some like it hot!) We had plenty of beer thanks to Nick and Maureen of Amite. I needed a refill on my beer after hearing about our guest speaker's harrowing adventures on the Atlantic. A good pair of "nippers" will be on hand on our boat! Thank you to the Nemersons for arranging to have B.J. Watkins as our guest speaker. (A special thank you for the technical assistance given by: the LeJeunes for their sound system; to the Parkers for once-again-lugging that not-so-portable T.V. set; and to Rich Siegel for lending his oh-so-important VHS player for our program.) Last, but not least, I want to thank Judy Beattie for decorating our tables with her handsome handmade nautical centerpieces; Lynn Mason for sitting by the door to greet all the guests with her most gracious manner - allowing no one to give her a break; to Phil Mason for mopping the entire hall with his special style and grace (and more than a few beads of perspiration!); and the Katts, the Batts, the Fants, the Duncans, the McCabes and the Parkers for bringing hors d'oeuvres and helping to set up for the party.

Our next official social event will be our New Members Breakfast on Saturday, May 19th. This event is for all members to meet the newest members. The Association will provide breakfast. Helen Glick and Marie Ordeman have a great menu planned. At 9 a.m. we will breakfast on the beach (if we are not there due to weather conditions, look for us in the clubhouse near the pool).



Miz B.J. Watkins shares a story about her experience

Help Us Discover Our Roots

by Joe and Lana Batts *Belfry*

Several years ago, Lana and I were in Fredericton, New Brunswick for a Canadian Trucking Association convention. When she introduced me to a trucker from Newfoundland, he acted very surprised and asked me to repeat my name. "Joe Batts", I said proudly. He informed me that my Arm wasn't too far from where he lived. Seems one of my ancestors must have been a sailor, too, because there is a peninsula in Newfoundland called "Joe Batts Arm". My relative did a lot of sailing because his "neck" was left on Batts Neck off Cox Creek on Eastern Bay.

We checked the atlas and discovered that many of HNSA's members also come from an infamous group of adventurers because many of the world's most famous places bear their names:

- Beale Cape (Chill Out), Vancouver Island, British Columbia, Canada
- Beattie (High Priority), Kansas
- Bourke (Finally), New South Wales, Australia
- Buchanan River (Paddywack), Northern Territory of Australia
- Mt. Davenport (Breezy), Northern Territory of Australia
- Downs Mountain (Calliope), Wyoming
- Duncan Oil Field (Pilgrim), in the North Sea
- Fletcher Mountain (Meltemi), Macquarie Island-Pacific Ocean
- Himes (Sea Sparrow), Wyoming
- Justice (Catspaw), Manitoba, Canada
- Kerr Cape (Spiggie), Antarctica
- Marquez (Free Bird), New Mexico
- Parker Mountain (Gentle Spirit and Rapacious), Hong Kong
- Penny Bay (Tuppence), Northwest Territories, Canada
- Philpott Dam (Walkabout), Virginia
- Raab (Gardyloo), Hungary
- Reynolds Range (Amitie), Northern Territories, Australia
- Schuyler (Matty's Song and Infinity), Nebraska
- Scott Coast (Bonnie Lee III), Antarctica
- Spence Bay (Trubador), Northwest Territories Canada

While we can't lead a weekend cruise to Joe Batts Arm, Newfoundland, **Belfry** will be leading a cruise to Batts Neck, Maryland, on May 12. The weekend will lead off with a Captain's meeting at 9:30 am.

Don't forget, May 13 is Mother's Day. For the Mothers in the group there will be a special award -- The kids promise to mind and cook breakfast. No cold cereal allowed. **Belfry** will provide the Mimosa.

THE LAYLINE

by Mary Beth Downs
Calliope

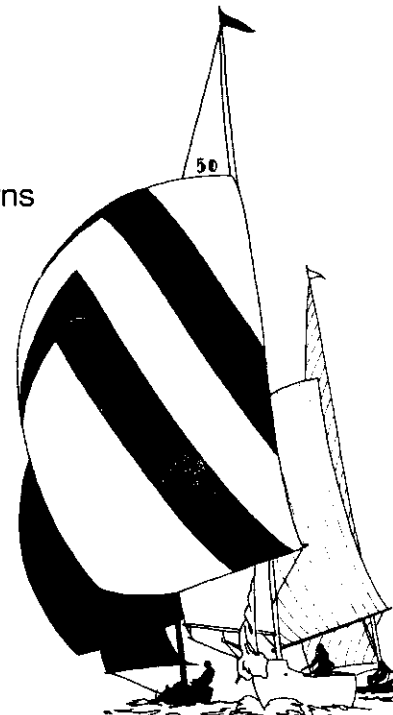
The HNSA racing season is off to a great start! So far 40 boats have entered the racing program and more are expected to join us for one or more individual races. Attendance has been great at the first two New Racer's Seminars: The first was held before the chili feast. Thanks to **Bob Gouw**,

HNSA racers now know the importance of having "mast abeam at the two boat length circle" as well as basic port and starboard rules. Twenty-four racers trudged through the early morning rain to hear **Rich Ordeman** tell us how to have great starts and mark roundings. Four boat loads of intrepid sailors were so inspired they immediately set off into the rain to practice. *Spook* became the first committee boat to fly the new Race Committee flag as **Rich and Marie**, aided by **Commodore Tony** and **Mary Beth**, signaled the starts. All four were kept busy: Rich called the time as Marie and Mary Beth raised and lowered the visual shape signals. Tony, perched at the stern, signaled the start by firing a shotgun. Hopefully, the gun will soon be replaced by a starting cannon, much to the relief of passing ducks. *Quest, Fantasy, Jambalaya* and the reincarnated *Cat's Paw* made practice starts. By the third try all hit the line just as the gun went off. They're going to be a hard group to beat! (Maybe I shouldn't have done this.)

The racing season begins in earnest this month. On the 5th, we will hold the first annual Novice Regatta. After hearing **Tom Schuyler's** seminar on tactics, racers will head out for two around-the-buoys races. On the 12th, racers and cruisers will get together for a point-to-point race to Cox Creek - see elsewhere in this issue for a preview of the Mother's Day Cruise. The first Wednesday night series begins on the 16th and continues for seven consecutive Wednesdays.

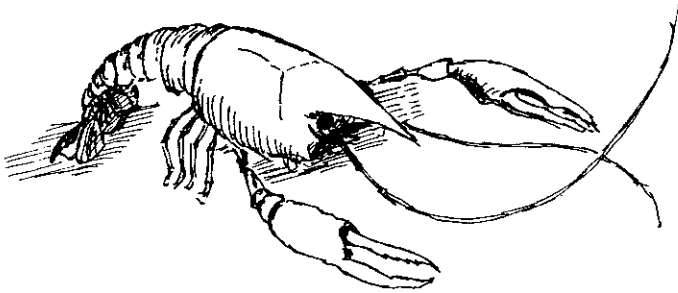
We will have two new trophies for overall performance this year. The recipient of one will be the skipper who the race committee judges to have shown the most improvement during the year. The second, a perpetual trophy donated by **Dave Wallace**, will go to the skipper with the best overall record.

The West River Sailing Club is hosting the second annual Women's Big Boat Regatta on June 16-17. This series is open to women skippers and crew. WRSC is providing a crew list to interested skippers. I have ap-



plication forms for anyone interested in skippering or crewing in this regatta. Entry forms for skippers are due by June 12 and should be accompanied by a \$20 entry fee. I would think that anyone interested in crewing should get her name in ASAP. Last year I crewed in this race on a J24 and had a great time.

A few people are interested in buying Lasers for junior races. If you are interested in going in on a group purchase of Lasers for your kids through the CHEAPP program, give me a call and I will contact CBYRA.



My Turn

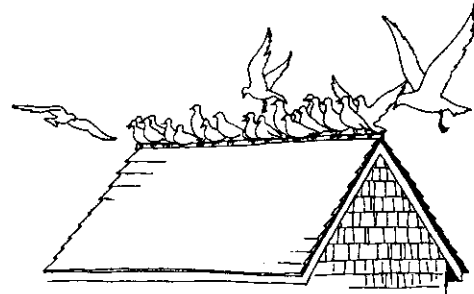
by Carolyn LeJeune *Jambalaya*

If all went well at the printers, there should be a "first" for the Harbour Light on page 5---a photo!! If not, I will take some more and try again next month.

Once again, I would like to thank the members of the EXCOM for their prompt articles. It makes my job a lot easier to have material every month.

Last month, a few words of Nick's article were "eaten" by Ventura (you just can't trust computers!), missed a few punctuation marks and forgot to tell you why you were receiving a flyer from the South River Sailing Association.....and neither Tony nor I could add! Hopefully, everything will print out o.k. this month...I won't do final edits at 3 am anymore!! And, I promised Floyd ...no more math problems!

- Check out the new bulletin board at South....if you want to read your newsletter again!
- Don't forget to order your tee shirts using the enclosed form
- Don't forget to send in your reservation for the Baltimore cruise (see page 2)



KENT NARROW'S BRIDGE

by Joe and Lana Batts *Belfry*

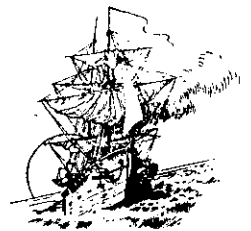
During this last winter the State of Maryland began construction on the new bridge over Kent Narrows. The spans over the Narrows itself were lifted into place in early April. The height at high tide was designed to be 65 feet in accordance with the standard height of most bridges on the Inland Waterway Canal. The height of Belfry including antenna is 64 feet, so we were a little on edge when we approached the narrows on April 14th. We chose a time half way between high and low tide and made the passage with no problem. The summer schedule for the draw bridge, which will remain in place, is as follows:

Monday thru Thursday	7am - 7pm	hourly
Friday	6am - 3pm	hourly
Friday	8pm	last opening
Saturday	6am and noon	only
Saturday	3pm - 8pm	hourly
Sunday	6am - 1pm	hourly
Sunday	3:30pm	last opening

Holiday Schedule

When holiday falls on..

Monday	Use Sunday schedule
Thursday	Use Friday schedule
Friday	Use Saturday schedules



SEASPARROW IS FOR SALE!!

Catalina 30 - 1984, Tall rig with Roller Furling, Cruising Spinnaker with "Chute-Scoop", VHF, D.S., K.M., WS/WD, AM/FM Cassette Stereo. Excellent Condition - \$38,500.

Herrington Harbour Sailing Association
Executive Committee

COMMODORE - Tony Duncan - *Pilgrim* (703) 768-1742
VICE COMMODORE - Rich Nemerson - *Hide-Away* (301) 424-7013
REAR COMMODORE/Racing - Mary Beth Downs - *Calliope* (703) 536-2924
REAR COMMODORE/Cruising - Nick Brixius - *Amitie* (202) 543-1358
REAR COMMODORE/Social - Laurie Siegel - *Eriyl* (202) 387-3115
REAR COMMODORE/Training - Bob Parker - *Gentle Spirit* (703) 455-SAIL
TREASURER - Chuck Messner - *Quest* (301) 933-8292
NEWSLETTER - Carolyn LeJeune - *Jambalaya* (703) 425-9107 FAX (703) 239-2542
PAST COMMODORE - Rich Ordeman - *Spook* (703) 938-1581

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



FIRST CLASS MAIL