

HARBOUR LIGHT

August 1990

Herrington Harbour Sailing Association

CALENDAR AT A GLANCE

WEDNESDAY NIGHT RACES AT 7PM--(8/1; 8/8; 8/15; 8/22 & 8/29)

FRIDAY 8/3 -- 9-11PM; HERRINGTON HARBOUR POOL PARTY FOR SLIP HOLDERS

8/4 - 8/5 -- CRUISE TO WYE RIVER; CRUISE CAPTAIN : GLICK; CAPTAIN'S MTG IS AT 9AM

8/11 - 8/12 -- PICKUP CRUISE; CRUISE CAPTAIN: ORDEMAN; CAPTAIN'S MTG IS AT 9AM

8/18 - 8/19 -- SALTY DOG CRAB CRUISE TO MILL CREEK; CC: MASON; CAPT MTG IS AT 9AM

8/25 - 8/26 -- PICKUP CRUISE TO MARGARITAVILLE; CC: HALPER; CAPTAIN MTG IS AT 9AM

9/1 - 9/3 -- LABOR DAY CRUISE TO SOLOMONS AND CHOPTANK; CC: MCCABE; MTG AT 9 AM

9/8 - 9/9 -- PICKUP CRUISE; CC: ULANDER; CAPTAIN MTG IS AT 9AM



TONY'S TIDBITS

By Tony Duncan *Pilgrim*

The July budget review has been completed. It would seem appropriate to also review some of the other HHSA areas of interest at this time.

The racing program is going like gang busters. Sixteen boats every Wednesday is normal. Mary Beth's last Winter's training program is paying off as some of the Springtime "Novices" are beginning to look a bit more "Veteran". The Weekend Regattas and Point-To-Point races are also getting serious attention. All total we have had 29 boats participating in some form of organized HHSA racing so far this year. The HHSA burgee was also seen in both the Annapolis to Bermuda race and the Annapolis Bacardi Rum "Wrong Way" race. Ask one of the participants why they went the wrong way if you enjoy listening to tall tales.

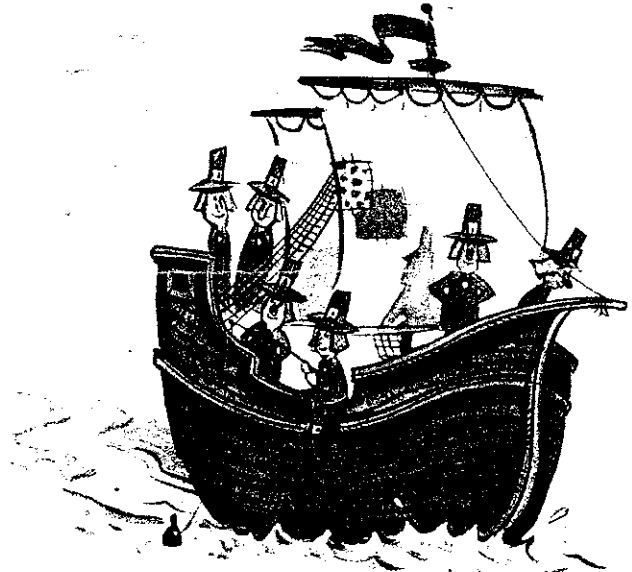
The social program is getting a fair share of attention this year as the number of events has increased dramatically. As this "TIDBITS" is being written, preparations are under way for the big Summer BBQ/Poplar Island Race/Pool Party. It appears we will have a good turn out as usual.

The concept of using our home marina facilities more seems to be a winner. Another winner is the Pot Luck provision of food and goodies---not only is the food much better it is cheaper!! Laurie has already begun to plan for the Awards Dinner to insure its success.

Above all HHSA basically is a cruising organization. It always has been and this year is no exception. The turn outs for the Father's Day Cruise and the New Member's Cruise were both large. The four day Baltimore Cruise had a fantastic turn out for a non-weekend at the hottest time of the year. The theme cruises like the Crazy Hat Cruise and the Strawberry Moon Cruise have been innovative, fun and well attended in spite of threatening weather. I personally think that maybe the smaller (less than eight boats) cruises are easier and more fun. We might want to think about converting some future large Pick-up cruises into two smaller ones if the occasion arises.

The merchandise program is very close to having some logo'ed material to sell and the Video Lending Library program is pending.

EXCOM: The Executive Committee met 10 July at



the Duncan home in Alexandria. Significant actions included: (continued on page 2)

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- A decision to accept the current membership level of 202 boats (plus normal growth) without exerting any additional recruiting efforts.
- A decision to retain regular membership fees/dues, without modifications during the period 10 July-17 November.
- A decision to NOT appoint a committee to consider burgee redesign proposals.
- A decision to authorize the Vice Commodore to issue membership cards to those individual members who specifically request one.
- A decision to provide the Harbor Master with a new larger burgee for display on the fuel dock at "South".
- A review of the budget revealed a satisfactory financial status requiring only minor adjustments which were quickly accomplished.
- A discussion of the Awards Dinner surfaced the perennial problem of location. Any suggestions on this subject would be appreciated.

The next Executive Committee meeting will be Tuesday 28 August at 7:30 PM in the Nemerson home in Potomac, MD.

MEMBERSHIP

by Dick Nemerson *Hide-Away*

Directory Update:

Some members joined HHSA after the 1990 directory went to press. **Please clip out the enclosed new member list and insert it into your directory behind page 18.** This will provide all of us information and a current list of all members.

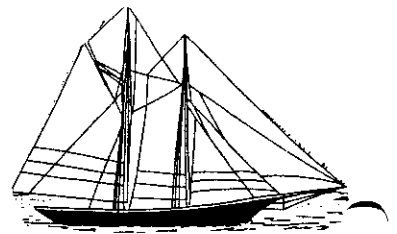


Membership Cards:

Would you like an HHSA membership card? We are introducing them this year; based upon interest. Each boat can have up to two cards. They identify your pride in belonging to HHSA; as well as possibly providing reciprocation and/or discounts at other boating groups and establishments. **If you would like a card(s), please complete and mail the form found on your directory update page.**

CRUISING LOG

by Nick Brixius *Amitie*



I will first tell you about a recent incident which led me to the topic of this month's cruising comments. One of our members dropped sails at the end of a day's trip and started the engine. The boat's crew noticed quickly that the engine sounded strange, which led to the discovery that no water was being expelled with the exhaust. The engine was shut down before it overheated and, upon doing some checking, it was discovered that the impeller on the seawater cooling pump had disintegrated. An anchor was dropped and, while rolling around in choppy seas, the captain of the boat installed a spare impeller in less than an hour. Thus repaired, the boat and crew proceeded to their destination, which would have been difficult, at best, under sail. Since nothing mechanical seemed amiss, the final diagnosis was that something like a plastic bag was probably sucked against the intake thruhull, which cut off water to the pump and the impeller destructed from lack of water, which lubricates it. (No - this was not Amitie! - I would probably have gotten seasick working on the engine!)

I told this story to several other members and was somewhat astonished to learn that one boat carried no spare impeller (but knew how to replace it) and another wasn't sure they knew how to replace the impeller.

Many people cruise on boats because they enjoy the ability to "get away from it all" and experience the unique environment of living on a sailboat. One element of cruising is that a boat and her crew operate largely in an autonomous and independent manner. This element achieved successfully means the cruise is least likely to be interrupted or degraded by equipment failure, navigation errors, personnel injuries, supply shortages and other similar events.

Some long distance cruising authors declare that self sufficiency and independence are essentially the definition of cruising. Certainly the importance of possessing these attributes is very high when you are cruising the South Pacific or the Indian Ocean. Cruising on the Chesapeake, as we do on weekends and vacations, help is usually at hand and, in most cases, if you can't deal with a problem yourself the most serious consequence is inconvenience.

I think, however, that by increasing our abilities and equipping our boats to become more self sufficient and independent from the external support services available to us, we reap many benefits, such as:

- The ability to deal with a true emergency that threatens life and property
- Reducing costs of owning a sailboat
- Increasing crew confidence, and thus increasing the enjoyment of the cruising experience

- Minimum events which reduce our limited amount of recreational time

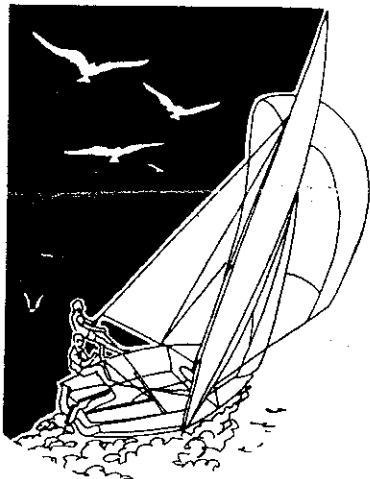
We live in a complex world and most of us depend daily on others for essential components of our life. On our boats, we all have to use others for services we don't have time to do ourselves or when the requirement for special tools or equipment dictates a trained specialist. However, cruising on your own boat and being capable of some degree of independence and self sufficiency can give you a feeling of control and self determination that may be hard to match elsewhere. I suspect your psyche likes that - I know mine does.

So, go to a few of the HHSA training seminars next winter, read a few articles about something you don't know about your boat, take some first aid and CPR training and don't ever be convinced that you can't understand any aspect of cruising or sailing.

THE LAYLINE

by Mary Beth Downs *Calliope*

The first Wednesday night series ended with 24 boat participating and 16 boats qualifying. Three additional boats (Belfry, Ramshackle and Trio) served as committee boat, but did not race. And the commodore was often seen aboard committee boats. Thank you to everyone for making this a great event! With thirteen boats qualifying for non-spinnaker class, four awards will be given:



- | | | |
|-----|-----------------|----------|
| 1st | <i>Infinity</i> | Schuyler |
| 2nd | <i>Circus</i> | Doyon |
| 3rd | <i>Catspaw</i> | Justice |
| 4th | <i>Quest</i> | Messner |

Three boats qualified for spinnaker class, so only one award will be given. This was probably the closest finish in HHSA history:

Spook and Calliope tied with 5.31 points each and the winner could not be determined by the first two rules for breaking a tie. The third rule placed Calliope ahead of Spook for the award. The complete results are elsewhere in the newsletter.

The second part of the racing season is beginning with another Wednesday night series and the popular Boyer Memorial Race on July 28th. I hope I'll see a lot of you on the starting line.

NOMINATIONS COMMITTEE REPORT

by Rich Ordeman *Spook*
Nominations Committee Chairman

The 1990 HHSA sailing season is under full sail with a down wind run to the finish line ahead. The HHSA Constitution requires that a nominations committee be formed by 1 August and that the membership be informed as such. The 1990 Executive Committee is to be commended for an outstanding program. At this point we begin to look to 1991. If you have a desire to participate in selecting our course or handling the tiller, please contact one of the following nominations committee members: Laurie Siegel, Bob Parker, Debbie Justice, Kent Kunze or myself at your earliest convenience. The term of office is from 1 January to 31 December 1991. Elections will be held at the annual meeting in November.

FOR SALE FOR SALE FOR SALE

9 FOOT ACHILLIES DINGHY WITH WOODEN FLOOR BOARDS AND 3 HORSEPOWER YAMAHA OUTBOARD ENGINE -- \$795.00
Please call Louie DeCamp at (703) 765-1206

ALSO FOR SALE

1988 CATALINA 34 EXCELLENT FAMILY CRUISER INCLUDES ALL OPTIONS \$68,900. Please contact Louie DeCamp at (703) 765-1206

LETTER TO THE EDITOR

Dear Mrs. LeJeune

RE: July Harbour Light
Page 3, - Boat /US reprint

....."Thunderstorms approaching from the S.W.".. Someone once told me to keep an eye on the west, N.W. and North. Dark clouds in any of those directions will usually spell wind and/or rain. Seldom will dark clouds in the other 3 quadrants bother you. I've found this to be true. (In the Bay area)

I believe it was July 1st, about 3:30 pm that nasty (40 knot) storm came through HH South. We'd come in early hoping to take a swim in the pool. By the time we drove over to the pool the storm was almost upon us. I could see it coming from the Fairhaven direction - the bottom 5' was white with spray. 6 or so boats in the channel were having a difficult time. The last 2 boats (sailboats) did a smart thing, they turned tail and went out again!

Regards,
Howard S.(Suds) Gilliams "*Frolic*"

HHSA Theme Song 1990

(to be sung to the tune of "Sloop John B")

by Lynn and Phil Mason *Relax*

We're the HHSA
Com' in from Herring Bay.
We're the very best sailors
on the Chesapeake Bay.
Just ask anyone
When you want to have fun
Come join the members of the HHSA.

The above is the chorus to be sung after every
2 verses.

Pilgrim carries our C'modore and Pat
who could ask for any more than that
Tony's the one who keeps us from going
astray
when the weather is rough
Tony hangs tough
And, always leads us back to Herring Bay

Here comes *Erily*
outfitted to a "T"
with a very soc-ial family
they race, cruise, and plan
throughout HHSA land
with Laurie at the helm for all our social ac-
tivities

We're talking 'bout *Hide-Away*
Who's giving burgees away
Just as fast as new members come aboard
Do you have cash
or a check?
any way you pay me, I'll be happy with that.

Look out, here comes *Jambalaya*
with Carolyn and Dave
When you sail with them, better watch what
you say
Otherwise you'll read about it
in the Harbour Light.
When you least expect it
On a cold winter night.

Rich, our past commodore
Is the one to watch out for
Especially if you're going to enter a race.
But...don't go too far
Or stay too long
Or attached to your stern is the only way
you'll get home.

Then there's Mary Beth Downs
racing the winds
Darting back and forth on *Calliope*
Closing in on the mark
Always with a fast start
Sailing, as always, all of her heart.

Next we have the Messners
Sailing on a sloop called *Quest*
they guide HHSA through our financial
storms
they handle the trim,
so our bottom line is fat
All HHSA is thankful for that.

Then we have Nick and Maureen
Who help everyone with their dream'
of cruis'in up and down the Chesapeake Bay
It could take as long as a month
A week, or a day
they handle our cruising on the Chesapeake
Bay.

I hear *Gentle Spirit*
As it slides through the water
Gently and quietly she sails
With Bob at the helm
holding tee shirts and sweats
Yelling 2 for ten dollars and I'll take a check.

These are the facts
From the sailing vessel *Relax*
that came to us while sailing from Eastern
Bay
With the auto helm on
We wrote down this song
While sailing home to Herring Bay.

THE GREAT COMMITTEEBOAT RACE by Deb & Steve Schuyler *Matty's Song*

It was Hot. However, the HH flag proclaimed a breeze on Herring Bay. So we grabbed the brand new cannon, signal shapes, flag float and our landlubber guest from CT., for the now infamous Bloody Pt., point to point race. The wind was cool and fresh as we motored to the first mark, which sent pangs of regret flitting across our guest's face. We anchored and busied ourselves preparing the starting sequence. As racing crew members the ten minute wait can be interminable, however it flew as the Captain frantically explained the new stopwatches, how to shackle the shapes and position the cannon so as not to broadside one of the boats. Eleven thirty approached as the first shape slowly climbed and six inches from the top the horn blew. Oh dear!! The racers swarmed for position as the last shape was raised. We were sweating profusely as the cannon boomed. Five minutes later Infinity drifted over the starting line, as Catspaw floated back off our stern. Our guest was impressed. Minutes later Infinity inched ever closer to our bow and ensnared our anchor rode. The Committee boat had won! However, after pooling all participants we made the executive decision to postpone until 2:30 pm. We reanchored on a shortened course just as the breeze dutifully appeared. As the cannon boomed for the second time, practice had made perfect and our guest proceeded to watch the grass grow. Forty five minutes later all sails were flapping with one exception. Calliope had rounded the first mark. Oh dear. We started to discuss the possibility of again shortening the course. Not long after, the first of many threw in the dripping towel. We upped anchor and raced (we were having all the fun) to find Calliope...She was floating doggedly down the second leg. We apprised the situation and made the last executive decision. We dropped the flag float and our anchor somewhere mid way between 8 and 9B. Two hours later the last 10 minutes of which the breeze freshened and two stalwart, gallant and persistent racers, Freebird and Ka'io zoomed across the finish line. Our guest was impressed.

SCAVENGER HUNT CRUISE Cruise Captain: Mary Beth Downs *Calliope*

With NOAA broadcasting predictions of heavy weather for both Saturday and Sunday, a group of hardy HHSAs set off to capture Chesapeake sights on film. At the skipper's meeting, black and white film was passed out to those who remembered to bring cameras. Cruisers with cameras chased birds, crabs, lighthouses, and the elusive blue fish. The HHSAs showed considerable imagination in finding some of these objects. While the cruise members set out across the bay toward Dividing Creek, the Cruise Captain headed inland to take a stranded Connecticut friend to the train station. Rich and Marie Ordeman were honorary Cruise Captains as they agreed to set a hook in the absence of Calliope. With a strong south wind blowing straight up Dividing Creek,

the raft site was changed to Quarter Cove, directly across the Wye River. Calliope arrived and set up Mary Beth's Happy Hour Lounge and Photo Shop. The lounge worked. The photo shop didn't. After two rolls of film were lost, the rest was packed up to be taken to a photo shop. (The problem was later found, through strict scientific investigation, to be due to bad developer). The HHSAs Photo Team had to wait for this article to learn who won the Great Scavenger Hunt. And the winner is.....THE SIEGELS. Other winners are the Messners and Ordemans whose film was lost. All winners can pick up their prizes (black and white film suitable for Harbour Light publication) from Mary Beth. Boats attending the Scavenger Hunt Cruise were: Spook, Hide-Away, Free Bird, Escape, Erily, Songbird, Esprit, Quest and Calliope.

SEAGIRL WINS CRAZIEST AND MOST SERIOUS HAT CONTEST!!

The July 14th and 15th "Crazy Hat Cruise" was diverted to Caulk Cove off Leademham Creek because of severe inclement weather.

We donned our crazy hats and sailed forth. The winds were Southeast gusting to 25 knots. A hearty group of six yachts rafted up including O'Susannah, Trio, Esprit, Seagirl, Tzatsky Too and Sea Sparrow.

The kids all won buttons and prizes for the craziest hats. John from Seagirl was awarded a rubber chicken for the most serious hat -- a canvas one. Contestants donned a World War I hat, an Australian cowboy hat, a dolphin hat, a ?!X hat with Viking horns, a straw hat with a shark attacking a boat and a hat with many pinons. To the winner (Marty from Seagirl) went a bottle of fine wine. She sported a peacock's hat.

The hors d'oeuvres were sumptuous -- the sail home was equally exciting with winds at 20 knots out of the South, making for a great sleigh ride around Black Walnut Point back to Herrington Harbour.

A good time was had by all!

Cruise Captain: Dave Wallace
First Mate: Pam Wallace
Crew: Susannah Wallace
Aboard: O'Susannah



SALTY DOG CRAB CRUISE- -AUGUST 18 -19 TO MILL CREEK

Cruise Captains: Phil and Lynn Mason
Relax

The cruise to Mill Creek (outside of Annapolis) will begin on August 18 with a brief captain's meeting at 9 am.

Want to catch crabs like the pros? Want to win a prize?

Join the Masons (*Relax*) and learn to work a trot line, sing along with ye ole salty dog and win a prize for the best crab hors d'oeuvre.

Bring a crab mallet and newspapers in case we actually catch a few crabs! Also, remember to bring your HHSA Theme song (published elsewhere in this newsletter).

CRUISE TO MARGARITAVILLE AUGUST 25-26

Cruise Captains: Irv Halper and Gracia Cross
Hangout

Two months of Chesapeake Bay summer heat should put all of us in a mood for escape. Since we can't control the weather we're planning a pickup cruise to Margaritaville, wherever that may turn out to be. Join *HANGOUT* and your HHSA cruising friends, in a visit to Old Mexico. We'll do our best to stimulate your imaginations with cold cerveza and margaritas, spicy nachos and appropriate decor. Bring your sense of abandon, accompanied by your own Mexican specialties and enjoy an evening South of the Border.

LABOR DAY CRUISE TO SOLOMONS ISLAND AND THE LITTLE CHOPTANK

by Frank and Nancy McCabe *Kelly Ann*

We're planning an HHSA return to Solomons this Labor Day weekend, with a Sunday night rendezvous in the Little Choptank to shorten the return to Herrington Harbour on Monday, September 3. Some 1989 Labor Day weekend cruisers may recall the McCabes' succumbing to the siren call of a Mill Creek boat skip complete with accompanying Harbour at Solomons townhouse. The townhouse is now ready and we'd like to host the Saturday evening cocktail party there (our open bar--bring your usual high caliber hors d'oeuvres). The Harbour at Solomons folks are graciously offering HHSA cruisers the no cost use, on Saturday night, of plenty of deep slips, located just a few hundred feet up Mill Creek immediately past the popular anchorage that so many use when cruising up and down the Bay. We'll be there to help you dock. (NOTE: Please bring along docking lines). Cruisers who prefer can, of course, drop a hook in Mill Creek.

The sail to the Little Choptank is not long, so everyone should be able to enjoy a leisurely Sunday morning in Solomons. You might want to begin the day with blueberry pancakes at the small Calvert Marina restaurant nearby, followed by a refreshing swim at the Calvert marina pool (we'll have some pool passes).

At the Little Choptank, we plan to anchor just inside Hudson Creek, and to raft up for cocktails. If others have explored the Little Choptank and found an even more pleasant anchorage please let us know and we'll talk it over with the cruisers Saturday night.

Hope you will join us on Labor Day. If you have any questions, please call us at home (703/370-3874) or at the office (Frank at 202/267-8162; Nancy at 202/778-8703).

FROM THE CROW'S NEST

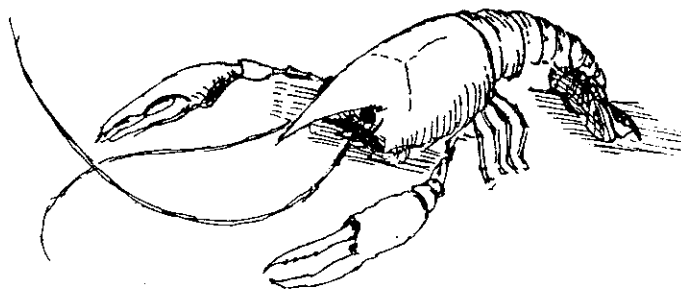
by Carolyn LeJeune *Jambalaya*

I hope the newsletter makes sense this month and that I remembered to put all the articles in. The medicine I am taking to get rid of my bronchitis makes me sleepy and I have trouble staying awake long enough to proofread!!! Speaking of proofreading, last month there were a few mistakes in Tony's column which I created when I proofread a sentence wrong...it should have read: I am sure AT EASE would also like to thank Louie for all the help on Father's Day.

The photos I received this month were GREAT! Look for the contest results in the next newsletter. Remember, a new contest has now begun...give me or send me your entries before August 30.

It's hard to believe there are only 4 newsletters left to do...I would like to thank everyone who has taken the time to tell me how much they enjoy the newsletter and how good it is. I can't take credit for everything though. I don't write the articles; I just paste them together. So, I would like to thank all the contributors...thanks for the great articles and a special thanks for getting them to me on time.

See y'all next month.



WEDNESDAY NIGHT SERIES #1

BOAT	HANDC'P	RACE #1	RACE #2	RACE #3	RACE #4	RACE #5	RACE #6	RACE #7	TOTAL	FINAL	PLACE
CALLIOPE	87	1.063	2	2	0.75	0.75	0.75	2	9.31	5.31	1
SPOOK	162	0.75	0.75	0.75	2	2	1.063		7.31	5.31	2
KA'IO	179	2	3	3	3	3	2	0.75	16.75	10.75	3
AMAZING GRACE	223		4	4	4	4		3	15.00	DNQ	
INFINITY	155			0.75	0.75	2	0.75	0.75	5.00	5.00	1
CIRCUS	182	0.75	0.75	3	7		6	3	20.50	13.50	2
CATS PAW	140	3	3		4	4	3	6	23.00	17.00	3
QUEST	179	8	2	12	3.69	0.75	9	4	39.44	18.44	4
SERENITY	184	6	4	4	5		8	2	29.00	21.00	5
VINDEN	217	5	5	9	3	5	5	10	42.00	23.00	6
LIONESS	179	4	7	11	8	8	2	8	48.00	29.00	7
REGINA MARE	184	9	11	2	2	7			31.00	31.00	8
BREEZY	158	11	6		9	9	4		39.00	39.00	9
SASHAY	228	7	8	8		6	10	12	39.00	39.00	10
JAMBALAYA	191		10	5		10	7	9	41.00	41.00	11
CHARIS	188	10	9	10	10	11		14	64.00	50.00	12
MANATEE	168	13		13.75	15	14	13		68.75	68.75	13
AT EASE	185					12			12.00	DNQ	
EQUULEUS	180	12			13				25.00	DNQ	
ERILY	134	2		6	11			7	26.00	DNQ	
ESPRIT	135			7			11	13	31.00	DNQ	
THE POINT	107				12	3			15.00	DNQ	
ZALEK	228				6			11	17.00	DNQ	
NO NAME	180							5	5.00	DNQ	

MEMBERSHIP CARD REQUEST

Boat Name _____

Card #1 _____
(name)

Card #2 _____
(name)

Mail to: Richard M. Nemerson
21 Paddock Court
Potomac, MD 20854

MEMBERSHIP LIST BY NAME		
NAME AND ADDRESS	BOAT & SLIP	PHONE
Baker, Bob & Betty 13016 Forest Drive Bowie, MD 20715	"Rag Hag" A-10	(H) 301/262-5709 (W) 301/262-3195
Beck, Andy & Brown, Ellen 1056 Dead Run Drive McLean, VA 22101	"Esprit" J-58	(H) 703/734-3265 (W) 703/602-2443
Crowley, Michael & Marsha 12909 Riffle Ford Court Darnestown, MD 20878	"Four Seas" H-17	(H) 301/840-9428 (W) 202/634-4664
Dungan, Tom & Nancy 7609 Partridge Berry Lane Clifton, VA 22024	"Precision" NC-20	(H) 703/818-8189 (W) 703/356-9455
Farrior, Hugh & Ellen 3505 Nimitz Road Kensington, MD 20895	"Morning Star" G-14	(H) 301/942-0501 (W) 703/385-6521
Grief, Barry & Dutton, Douglas 14920 Greymont Drive Centreville, VA 22020	"Shadow Fax" N-29	(H) 703/830-7929 (W) 301/657-9222
Leader, Stefan & Shelah 3727 McKinley Street Washington, D.C.	"At Ease" D-43 Shipwright Harbour	(H) 202/966-4690 (W) 202/522-4040
Liebl, Hans & Catherine 334 Centerwood Lane Great Falls, VA 22066	"Pretty Lady" NE-19	(H) 703/444-9684
Morton, Niles & Ersilia 2789 S. Queen Street Dallastown, PA 17313	"Avventura" NH-12	(H) 717/741-1824 (W) 712/244-4021
Myers, Ron & Dorothy 6031 Redwood Lane Alexandria, VA 22310	"Shenandoah" M-17	(H) 703/960-2147 (W) 202/357-6079
Parker, Jack & Jane 2906 Blue Robin Court Herndon, VA 22071	"Rapacious" NC-8	(H) 703/860-4056 (W) 703/471-2900
Yelverton, Jack & Cecile 1033 N. Fairfax Street Suite 200 Alexandria, VA 22314	"Ballyduf" K-27	(H) 703/256-2990 (W) 703/549-9222

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