

HARBOUR LIGHT

July 2018, Volume 38, Issue 7

Celebrating 38 Years of Sailing (1981 – 2018)

FROM THE HELM

By Mark Burrows, Commodore

Two of my favorite HHSA events are the Women's Regatta and the Summer BBQ. It's probably because both are great parties, but they also are events where I don't have to do a lot other than socialize (see the picture on page 2).

I've helped with the Women's Regatta for about six years. I'm usually on the Race Committee boat running flags, blowing horns, or just hanging out. Whatever is needed. However, the best part is just watching the racing. When crewing or skippering a race, you are busy and focused: on what you are doing, what your teammates are doing, what the other boats are doing, what the weather is doing...lots to think about and react to. On the RC boat, there's none of that. Just do your job, watching the racers, and having fun.

This year, I was on the mark boat, *Papa Duck*, with Steve, his wife, Beth, and son, Eli. Our job was to hang out and get the finish times. *Papa Duck* is a center console powerboat so we zipped around all over the race course between races. Since the work load was low and the fun load was high, I was able to use my Facebook account to Live Stream the starts and the last finish. They are still available on the HHSA Facebook page. There is lots of commentary in the Live Stream and it may give you an idea of what happens on the RC boat during races. The mark boat also had the additional fun responsibility of diving and swimming. Oh, the burdens of leadership.

After the Regatta, there was a wonderful BYO party for all of the competitors and RC team. We had guests from the Parklawn Sailing Club that raced this year. Parklawn

is a club that owns a small fleet of boats that members check out. In this case, they brought down *Vivace*, an Express 30. I chatted with them about their club and their team, and of course, toured *Vivace*. *Vivace* is a basic small cruiser similar to many HHSA boats. They, like all of our Regatta competitors, had worked together intermittently and were not sure what they were getting into. But a day of on-the-water racing makes a huge difference. From the mark boat, we saw teams come together and get better with each race. The last race was a battle of crews working hard and not giving an inch. Again, check out the Facebook page.



Women's Regatta – upwind leg. From left to right: Jubilee, Delirium, Vivace, Whoosh. (Photo by Beth Kendall)

We hope to continue to grow the Women's Regatta. There's really nothing like it on the Bay. We get a lot of interest from nearby clubs who promote the race locally. The trick seems to be getting an owner(s) to trust a crew to take care of the boat on the racecourse. I've met a lot of women sailors who will make fine skippers given the opportunity. The crews come from all skill levels and



backgrounds. Think about how to get a crew together and training for next year's race.



Even the pups enjoyed the post-regatta party. Note the creative use of dock line "leashes" by the Schmidts. (Photo by Bev Wright)

Later this summer, August actually, HHSAs Summer BBQ part will be coming our way. It will be at Shipwright Harbor Marina on the peninsula. We had the BBQ there last year and it was a hoot. Great fun, games, and a literal boatload of beverages. Our Rear Commodore for Cruising, Vanessa Uelmen leads a creative and dedicated team that puts on a great party. I like this event because, again, I don't have to do a lot. Actually, party planning is not one of my gifts so I try to stay out of the way. HOWEVER, Vanessa will always take your help. Let her know that you want to help and she'll add you to the Party Squad. ~ Happy Summer, folks. Cheers.



The crew of Vivace – visiting from the West River. (Photo by Beth Kendall)



The laid-back crew of Delirium. (Photo by Beth Kendall)



The Mark Boat for the Women's Regatta – Mark, Steve and Eli. (Photo by Beth Kendall)



MEMBERSHIP NOTES

By Larry Brown, Vice Commodore, *s/v Idyll Ours*

New Members (since May 1). Please join me in welcoming our newest members: give them a hearty welcome if their boat is moored near yours or when you meet them at future HHSA events.

- Steven Miller, *s/v Ninkasi*, HHN F-05
- Randy Reese, Tartan 33, HHN
- Mark & April Rives, *s/v Candyshop*, HHS P-33
- David Toms & Cindy Kalkwarf, *s/v TomTom*, HHS H-1
- Sherrie & Jon Gassaway, *s/v Pirate* (soon to become *Inara*), HHN D-29
- Kelly Green & Tom Gaines, *s/v Tiki*, HHN G-33
- Mark Luebstorff & Stephanie Bowen, *s/v Russlynn*, HHN G-5

Burgee Orders. Please contact the Vice Commodore if you have not received the burgee you purchased when you renewed your membership. Our preference is to deliver it to your boat at the marina - but if you prefer we can mail it to you. membership@hhsa.org.

Did you know? Getting a “radio check” on your VHF radio cannot get any easier! Channel 27 is a dedicated VHF radio-check channel and it is automated. Simply select channel 27 and announce “This is ____; radio check.” After a pause for the channel’s sponsor to advertise their services, you will hear your recorded voice repeating the message, “This is ____; radio check.” That confirms that your transmitted signal was received in Annapolis, and your receiver is working. Of course, if you don’t hear your message repeated, the radio check has failed.

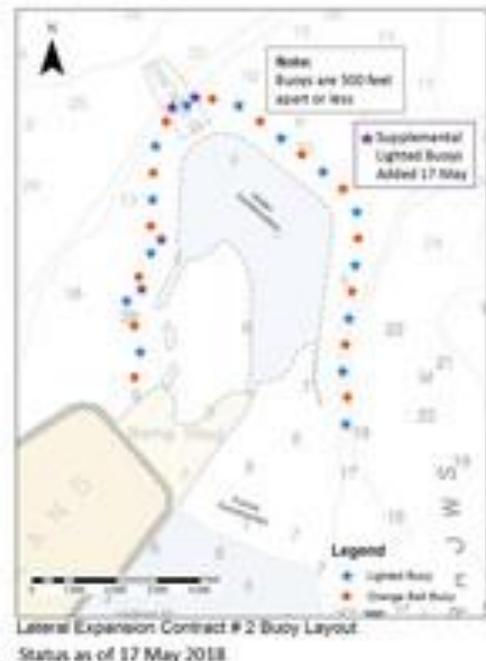
2018 Gemini Join-Up. Over the Memorial Day weekend, HHSA and Shipwright Harbor sponsored a reunion for Gemini catamaran owners. For many years this had been an annual event for owners of these Annapolis built boats. But for the last three years, the

NAVIGATION HAZARD

POPLAR ISLAND, Maryland – The U.S. Army Corps of Engineers, Baltimore District, is urging boaters to steer clear of ongoing construction activities and submerged rocks marked by cautionary buoys near Poplar Island. “Crews working at the north end of the island have noticed an increase in the number of recreational vessels that are crossing the work zone,” said Justin Callahan, project manager for the Baltimore District’s Poplar Island project. “There is a very real danger of vessels hitting rocks just below the water surface in the work area. Public safety is always the number one priority for us so we want to make sure people know why the buoys are there and know to avoid the work area.”

Full Notice below:

<http://www.nab.usace.army.mil/Media/News-Releases/Article/1241730/poplar-island-cautionary-buoys/>



Location of Poplar Island Cautionary Buoys



event lacked a sponsor and did not happen. The 2018 revival of this tradition saw nine owners and six boats attend. One owner drove up from Richmond, Virginia and another down from Boston, MA.

We even had a “Catfisher 32” catamaran attend. Built in 1985, these British built boats are similar design and propulsion to the Gemini. Catfisher had been a competitor in the small-catamaran niche. But for thirty years, the Gemini captured the U.S. market with over a thousand being built in Annapolis, while Catfisher production ended with only 17 of these spunky and distinct boats reaching the U.S.

On the first evening of the 2018 Gemini reunion, Shipwright Harbor hosted a picnic with free beer for slip holders and visitors, followed by the movie “Captain Ron” on their freshly renovated lawn. The second day was devoted to technical discussions and show and tell. It began with Aric Euler from Chesapeake Marine Engineering (at Herrington Harbour North) discussing the ins and outs of maintaining and operating a Westerbeke 27 HP propulsion engine coupled to a Sillette outdrive. Then each owner displayed the innovations they had installed or discussed and questioned the challenges Gemini owner’s confronted. The evening ended again on the Shipwright lawn gathered around the BBQ grills and picnic tables.

Sunday was intended to be a group sail across the Bay to Lowes Wharf. However, at the pre-sail Captain’s meeting the decision was made to remain at the marina because thunderstorms threatened that afternoon. All was not lost, however. A hearty few decided to carpool by land and meet for lunch with Gemini owners from Maryland’s eastern shore. It turned out to be a great decision. Our lunch guests’ Gemini is kept in Florida, and they provided relevant and useful insight on the transit to Florida along the Inter-Coastal waterway (ICW).

After returning to Shipwright Harbor that night, reunion “Geminites” were invited to tour one of the newest slip holder’s boat at Shipwright Harbor. Our hosts, owners of the incredible “Atlantic 47” catamaran, “Ashling,”

explained the “MastFoil” rigs that replace the mainsails on their cat. Cruising World magazine has reported the Atlantic 47, with their twin MastFoil and roller-fuller jibs, made speeds of 5.3 knots in 5 knots of light air on the Chesapeake Bay. The owners also gave us a tour of their beautiful boat that incorporates the latest Chris White design features included on these high-quality Chilean-built boats.

Monday morning our group of Geminites said farewell and returned home, in the hope that word of this reunion’s success will spread and in future years the Memorial Day Gemini Join-Up will continue to attract like-minded catamaran owners. HHSAs Larry Brown and Gary Pritchard organized the event, making it all possible.

Holland Point, North Beach & Route 261. Just when you think that there are no new stupid ideas, Maryland’s Highway Department announced that they intend to close for **two years** the road that connects Herrington Harbour South marina to North Beach. No surprise here, the Highway planners had not consulted businesses, residents, the postal service or EMERGENCY SERVICES! Why should you care? The North Beach Fire Chief says it will take an extra ten minutes for his medical or fire responders to reach HHS marina. Not to mention the inconvenience for getting groceries or stores. The residents in Rose Haven, Holland Point and North Beach are incensed, and circulating a petition asking that one lane be left open during construction along Rt. 261. If you would like to add your voice to this reasonable request to keep a lane open for emergency services and commerce during the two-year re-construction of Rt 261, contact HHSAs members LarryBrownEsq@cs.com or gborchelt@yahoo.com.

Laws of the Sea.

- Stainless steel isn’t.
- Wind is free, it’s the sails that cost a fortune.
- In every repair, some blood must flow.
- Never, but never, buy the Mk 1 version of anything.
- The finest dockings are made without witnesses.



RACING REPORT

By Ted Slotwinski, Rear Comm., Racing, m/v *Zalek*

June was our busiest month of racing with three weekend events in addition to Wednesday evenings.

Twenty-one boats raced in at least one Wednesday race in the first series: Eight Spinnaker; seven Non-Spinnaker Racing; and six Non-Spinnaker Cruising. The Non-Spinnaker split into two classes based on sail area-to-displacement ratio has been well received. However, with a single spinnaker class covering a large PHRF range, it is a struggle to choose a course length that is satisfying to all participants, but we will continue to do our best. Congratulations to the winners of Series 1: *Jubilee* - Keith Mayes in Spinnaker; *Amara* - Michel Jichlinski in Non-spinnaker Racing; and *Spirit* - Tom Wiltshire in Non-spinnaker Cruising.

Mother nature was not kind to the HHSA Regatta. Very light winds allowed only the spinnaker boats to complete a single very short race. Congratulations to *Jubilee* for winning the perseverance test.



Zalek was the RC boat for the Women's Regatta (Keith Mayes was PRO). Owners, spouses and spectators spent a lovely day on the water. (Photo by Beth Kendall)

Five boats, including a non-HHSA boat from West River, participated in the Women's Regatta. Racing was delayed to allow better wind to fill in, which permitted three

fantastic races. David McCulloch's *Delirium*, skippered by Eunice Lin, won all three races with corrected time differences to second place *Jubilee* between 7 and 22 seconds. The starts were very competitive as indicated in this issue's photos (scattered throughout; more photos are posted on the HHSA website and Mark's videos are posted on our Facebook page). Congratulations to all of the skippers and their crews - *Delirium* - Eunice Lin, *Jubilee* - Emily Manders, *Chaotic Flux* - Margaret Chen, *Vivace* - Cynde Nordone, and *Whoosh* - Bev Wright.



The tied-dyed color coordinated crew of *Whoosh* was the best dressed. (Photo by Beth Kendall)

A forecast of light wind and scattered storms limited participation in the Sharps Island Race to five boats; three Spinnaker, and one each in Non-spinnaker Racing and Cruising. Fortunately, the storms failed to materialize and all boats enjoyed a gentle sail across the Bay and back.

There remain several openings waiting for their Race Committee. Skippers should e-mail me with their desired RC dates. Enjoy a safe, happy holiday honoring the birth of our Nation!



CRUISING REPORT

By Stefan Leader and Andrea Heintzelman, Rear Commodores, Cruising, *s/v Diva II*

Wet May/June Puts Damper on Cruising But Better Weather is Coming

Late May and June were, without a doubt, among the worst months for cruising in recent memory. Four cruises were cancelled due to rain or impending rain: Oxford Marina Party, Dress Like a Pirate Cruise, Crazy Hat Cruise and Wedding Cruise were all “wash outs” (pun intended)! But the Oxford Marina Party cruise has been rescheduled for September 8-9. Let’s hope for better weather in September.

Others made the best of a bad situation. David and Laurie Albert may have canceled the Wedding Cruise due to impending bad weather, but that didn't deter them from celebrating their 40th Anniversary at the dock! Presumably, in 40 years of marriage, they have weathered more than a few storms. Several folks joined the Alberts aboard *Passing Wind* to raise a glass, delight in a few appetizers and help them celebrate. They were thrilled that cruisers Pam and Larry Brown, Paula Grenier, Beth and Mark Muller and Jeremy Midgely were able to join them. Thanks for helping the Alberts celebrate!

As we come to the end of June, we look forward to drier (but hotter?) July weather, and expect to have many more successful cruises and no rain outs. We start July with nine boats registered for all or part of the Southern Bay cruise (June 30-July 4) to Hudson Creek, St. Leonard’s Creek (Vera’s White Sands Beach Club), Solomon’s (probably Zahnisers) and Slaughter Creek Marina on Slaughter Creek. Later in the month (July 14-15) we will have the Blue Sky Cruise (we hope) led by Steve and Marguerite McGill on *Clarity*, Story Telling Cruise (July 21-22) led by the Alberts (better luck second time around), and Stars on the Water/ Wet Tailgate Cruise (July 28-29) led by Ken Himes on his new boat *Litha*. If you haven’t joined a cruise yet, now is a good time to sign up.

The 2018 cruising schedule is posted on the HHSA website. There still are a few open dates that need a member to step up to lead a cruise. If you are interested or need further information, please feel free to contact Andrea Heintzelman and/or Stefan Leader. Cruises are listed on the HHSA website (Event Calendar). Click on a cruise for more information.

New Channel Configuration at Knapp’s Narrows (Bay Side)

Andrea and I sailed over to Knapp's Narrows on Tuesday (June 12) for lunch and found significant changes in the channel configuration and a deeper, wider channel. The new configuration consists of two green day marks, 1W and 3, and a red nun. Honoring the two green day marks, I found at least 10 feet of water. When you pass the second day mark, head directly to the red nun. Going in, I wandered a bit to port, off the direct line and got into shallower water (5-6 feet) although I did not go aground. Once past the red nun, turn to starboard and into the narrows. When we came out after lunch, I went directly from the red nun to green day mark 3 and again found 10 feet of water.

Only one of the restaurants was open (the Bridge on the south side next to the bridge) and it was not very good. The restaurant in the Knapp's Narrows Marina that used to be called the Bay 100 was closed but told by the dock master that it is expected to open soon and will be open on Thursdays, Fridays, Saturdays and Sundays. Lots of dredging still going on at the Knapp's Narrows Marina.

SOCIAL REPORT

By Vanesss Uelman, Rear Commodore, Social,
s/v Kaya

Dock Hop News. The first really summery dock hop took place around the picnic tables at the end of G and H docks, Herrington Harbour North Marina, on June 29, 2018, thanks to HHSA members with slips on those docks who volunteered to host. It was a great event launching the 4th



of July week (ends) with true-blue, red-hot weather and some sparklers. Friday evening beverages, appetizers, and lots of low-key, out-of-doors socializing were all on the menu.

Watch the HHSa website and your email for the announcement of the July dock hop. Herrington Harbour South Marina is the likely location. AND, there are several exciting warm summer month themes under consideration. Would you like to host a dock hop? Please do. It is fun and HHSa is here to help. Just let me know.

HHSa Summer BBQ/Picnic. This event is now scheduled to take place on Sunday, August 19, 2018, from 4:00 p.m. until 7:30ish at the same location as last year – Shipwright Harbor Marina Gazebo Point. The cost is also the same as last year -- \$10.00 per person which includes picnic/BBQ appropriate beverages and food. You might be asked to write “A Message in a Bottle” (not to be confused with the song by Sting and The Police, or the 1999 Kevin Costner movie) and there will be other outdoor activities. This has always been a great opportunity to socialize with HHSa cruisers, racers and members and guests in a relaxed setting. Hope to see you there.

Social Opportunities. Are you attending HHSa social events? Would you like to see some changes in the events calendar or more of the same? Consider – seriously – getting involved. Committee assignments are available, especially for the November and the spring membership meetings, and the end-of-the season banquet. Did I mention that there is an impressive burgee just waiting for someone who would like to be the next Rear Commodore (Social)? The opportunities are endless and rewarding!

WOMEN UNDERWAY

By Eunice Lin, Editor, *s/v Liberty Prevails*

June’s Women Underway meeting was small and low key. We had one new potential member, Gale, who joined us for great appetizers and beverages. The free range topics included the Women’s Regatta, cleaning up fuel leaks and the recent women’s sailing conference in Marblehead. The next meeting is at 6:30 pm on Thursday, July 12 (at the Gedunk).

Editor’s Note: This is my second year as Editor of the Newsletter and we need someone to step up and assume the editorial duties beginning in 2019. It’s your chance to be creative and put your stamp on the HHSa “Harbour Light.” Please contact newsletter@hhsa.org for more information.

HAPPY INDEPENDENCE DAY!

“As Mankind becomes more liberal, they will be more apt to allow that all those who conduct themselves as worthy members of the community are equally entitled to the protections of civil government. I hope ever to see America among the foremost nations of justice and liberality.”
— George Washington



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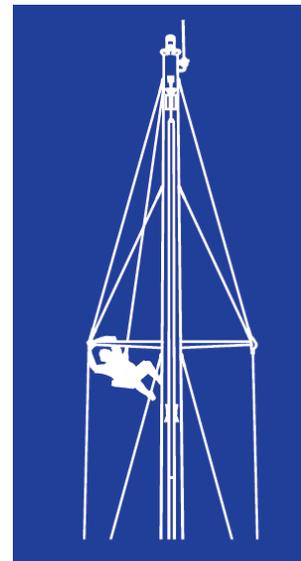


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**WHAT'S UP AT HHSA?
(REMEMBER TO CHECK THE HHSA.ORG WEBSITE FOR
UPDATES AND NEW EVENTS.)**

JULY 2018						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
24	25	26	27	28	29	30
1	2	3	4	5	6	7
Southern Bay Cruise	Southern Bay Cruise	Southern Bay Cruise	Southern Bay Cruise			
		Herrington Harbour Independence Day Celebration	INDEPENDENCE DAY			
8	9	10	11	12	13	14
			Wednesday Series 2 Race 4	Women Underway Meeting		Blue Sky Cruise
15	16	17	18	19	20	21
Blue Sky Cruise			Wednesday Series 2 Race 5			Story Telling Cruise
22	23	24	25	26	27	28
Story Telling Cruise			Wednesday Series 2 Race 6			Stars on the Water/ Wet Tailgate Cruise
HHSA Great Bay Race						
29	30	31	1	2	3	4
Stars on the Water/ Wet Tailgate Cruise			Wednesday Series 3 Race 1			Italian Riviera Cruise