

# HARBOUR LIGHT



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## COMMODORE'S FAREWELL

TED SLOTWINSKI, *ZALEK*

This is my final newsletter article as the HHSA Commodore. It has been a pleasure to serve you the past two years. As anyone who has ever served on the HHSA Board knows, the bulk of the work is done by the Vice Commodore and the Rear Commodores. The Commodore at best is an instigator and perhaps an inspiration; at worst an impediment; and sometime all of the above. I have complete confidence that my successor, Rich Griner, will do even better to enhance the sailing experience for all of our members. Ah, the energy and ambition of youth, without the cynicism of age.

Though relatively small, HHSA has been and remains a robust sailing association. We give our membership a lot of bang for a few bucks! The racing program has been excellent thanks to many hours of dedicated volunteer effort by Keith Mayes, Bruce Artman, Hank Chalkley and all who have served on the Competition Committee and as Race Committees throughout the season. Our CBYRA sanctioned regatta, co-sponsored with Integrity Yacht Sales, has continued to develop and grow through its four seasons, and is poised to be even better as a two day event for its fifth year this August. I encourage race skippers to get their crews more involved in the sailing association, and remind them that there is a less expensive Associate

member option that allows

nating, witty, articles from



December left Herrington Harbour under a white blanket.

full access to the web site and communications forums.

Cruising has also seen a resurgence. It has been great and comforting to see some new faces among the cruising regulars. I hope your experience has been good, that you will return next season and pass your good experience on to other recent members. There are promising signs of more families with children participating in more HHSA activities. What better way to escape the video games and get out and enjoy a little sunshine as a family.

I apologize for the poor timeliness of recent newsletters. We will do better in 2010. We can't let one of the most important means for keeping our membership informed become ignored and unread because it isn't timely. As always, the content of the newsletter depends on fasci-

Board members, cruise leaders, and any member with a good story or piece of nautical lore to tell. As a backup and an alternative, most of the information in the newsletter is available some where on the web site.

The 2010 Board is rapidly organizing the schedule for next season. It promises to be another great year. You get out of HHSA what you put into it. If you haven't yet, find an activity the appeals to you and take the first step to become better mariners, make new friends, share new memories, and make the Chesapeake Bay a better place for all to enjoy.

Fair winds and following seas to all, except to the racers who prefer to beat to windward ... wahoo!

## TO THE GREEK ISLANDS...

BY LINDA AND MARIS ESCHLEMAN, *SWEET LIBERTY*

HHSA's fine tradition of offering a world of cruising opportunities continues with a plan being sponsored by Sweet Liberty to cross the ocean and cruise among the islands of Odysseus, Achilles and Aphrodite. Check your calendar and plan your vacation to join your closest friends for 2 weeks in the land of Zeus, Apollo, and Hermes after all the tourists have gone back to their Euro jobs.

Dates and details are being firmed up but we're looking to leave right after the Boat Show (can't miss that) or maybe before and

sail for about 2 weeks. As in any European travel it will take an overnight travel to get there and a loooong day back. We expect to hire one Captain for the group to help with port entries, local knowledge, language translation and to get us back to the boat after too much ouzo. While there you may want to plan a few days to visit some of the classical sites of western civilization.

This is open to anyone whether they be HHSA members or not (maybe we can get them to join), and racing captains could pass this along to your boat crews as some of

them might like to go with their less than sailing spouses. We will try to have several couples on a boat to share the cost and that way non-sailors can ride with more experienced folks and learn at the same time. They'll love it.

So call, email, snail mail or pop a flare but please contact Maris or Linda if you are seriously interested in this Olympic Odyssey before the Banquet on the 30th. We will have an initial planning meeting shortly thereafter to gain a consensus on time and destination.

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## RACING BY INCOMING R/C RACING ARNE FLIFLET

The schedule is currently being finalized for the 2010 HHSA racing season with on-the-water events taking place over an eight-month period. The season begins with an On-the-Water Clinic conducted by Jonathan Bartlett and Alan Drew of North Sails tentatively scheduled for April 18 and ends with the last Frostbite race on December 12. As I write this, the OTW clinic is only thirteen weeks away so get your launch orders into the marina. A highlight of the HHSA season will be the expanded Integrity Invitational Regatta. It will be a two-day CBYRA-sanctioned event and has been moved from late June to July 31-August 1. Stand by for the complete racing schedule to be issued after approval by the board.

Although 2010 is only the second year of the quadren-

nial ISAF RRS update cycle, ISAF has taken the unusual step of issuing two changes to the RRS effective January 1, 2010, as discussed by Dick Rose in the January/February issue of *Sailing World*. These changes were made to close two loopholes in the 2009-2012 rules that were discovered by the team-racing community. The first change is to Rule 18.2(c) and was made to prevent a potentially dangerous tactic at a mark. In 2009 this rule "switched-off" Rule 18.2(b) [bear with me] if either the boat entitled to mark-room or the boat required to give mark-room turned past head to wind. Now Rule 18.2 (b) is switched-off only if the boat entitled to mark-room tacks. Under the old rule it was theoretically possible for a clear-astern boat to enter the zone, tack quickly through

360 degrees, establish an inside overlap and then be entitled to mark-room from the clear-ahead boats by 18.2(a). The second change is in the definition of Obstruction. In the old definition a boat racing could be an obstruction if other boats are required to give her room or mark-room. Now only a boat that other boats are required to keep clear of can be an obstruction. This change was made to simplify the application of Rules 18 and 19 at a mark and to prevent Rule 20, which is essentially a safety rule, from being used to gain a tactical advantage in certain situations away from a mark. Information about the rule changes is available on the US Sailing website <http://raceadmin.ussailing.org/Rules.htm>.



Cockpit in December (Photo by Ted Slotwinski)

## LAND CRUISE FEBRUARY 27

BY MARIS AND LINDA ESCHLEMAN, *SWEET LIBERTY*

This blasted nasty weather has our ship ice-locked to the dock but the sun is near to opening up our channel back to the sea. We will celebrate our upcoming release from this cursed confinement in the month of purification and continue our fine tradition of sailing without our ships. The crew of Sweet Liberty invites all crews and guests to

join them on February 27, 2010 for a celebration of the season-to-come at Pirate's Cove in Galesville. Grog will begin to flow for the pirates on hand at 1800 and your galley can stay closed as you can partake the victuals in trade from the master chefs. Sail, dinghy, walk, run, ride a camel or a horse to this joyful gathering of nautical wheelers.

Ye must make your mark to the HHSA ships log on the world wide web by February 26 so that we can be sure to have a chair for you when the music stops.



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**Herrington Harbour  
Sailing Association**

**We're on the Web!**  
<http://www.hhsa.org>

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## DELMARVA CIRCUMNAVIGATION BY ARDELL HOVESKELAND, VALHALLA

Reserve the week starting June 19, 2010 for a DelMarVa HHSA Event

Valhalla (Lucinda & Ardell Hoveskeland) has planned a week long cruise around the DelMarVa with a stopover at Chincoteague. Additionally, Joe Laun is planning some racing events during the DelMarVa for those interested in getting a few hundred miles of racing under their keel.

Some basic planning information (assumes clockwise trip - will travel CCW if weather dictates)

- \* We plan to start Saturday, June 19, 2010 - returning to Herrington Sunday June 27th.
- \* We'll cover 400+ miles in 9 days, 6 nights spent in anchorages/marinas with 2 overnight sails:
  - o Monday, June 21 is 5 days before a full moon (it will be dark for about 3 hours starting 2:30 am). We are planning on covering about 140 miles this leg (say 30 hours @ 5 knots), arriving Chincoteague around noon (followed by a lay day Wednesday).
  - o Thursday, June 24 will have

moonlight until about 5 am, so it will never be really dark. We will aim for about 120 miles (say 24 hours) and plan to be anchored in time for us all to enjoy an afternoon siesta.

Marinas & Boat Preparation  
\* Chincoteague has 10 slips which can take up to a 50' boat with 7' draft being no problem. There is also a bulkhead where boats can tie up and adequate anchoring space.

\* We will probably stay in Summit North Marina on the C&D Canal.

\* If you are comfortable taking your boat south of the Potomac and believe your boat & crew can handle a Chesapeake squall, you can handle the DelMarVa (we won't be more than 10 miles from land or more than 40 miles from a harbor of refuge at any time).

\* Charts required - in addition to the Chesapeake & Delaware Bays, you should have chart information on our destination - Chincoteague as well as possible shelters at Ocean City & Wachapreague Inlet.

\* A good VHF radio is essen-

tial. It needs to be able to scan channel 9 (which we will use for HHSA securite' announcements); 13 (commercial shipping); and 16 (Coast Guard).

\* A DSC VHF is highly recommended - much more effective than EPIRB for coastal cruising such as this (pushing the red DSC button on Valhalla broadcasts "Mayday, GPS position, Valhalla ID, type of Mayday - sinking, fire, medical, pirates" and continues rebroadcasting until another ship acknowledges). The broadcast is received & causes a loud VHF alert on all DSC equipped ships in the area.

\* Jacklines & harness for night sailing and squalls.

\* A radar reflector (such as the Davis Echomaster) for nighttime.

\* Valhalla is equipped with both Radar and AIS and will augment your night watch with periodic securite' announcements of shipping in the area.

More details will come as we get closer. In the meantime, if you have questions, please contact Ardell Hoveskeland - ardell.hoveskeland@verizon.net .