



FROM THE HELM

Commodore Maris Eshleman

Just when me mate was getting able to sail again our boat showed its age and the value of having an engine that works. Our antique engine has given up its last rpm. In the next couple weeks we will be replacing the current paper weight with a rebuilt engine as soon as possible so that we can get back out on the water. Hopefully the replacement will last as long as the machine that we will be removing in which case it will outlive most of us.

Many have advised to replace the old gas burner with a diesel, but the cost is diseconomic. It also raises the classic argument of gas vs diesel. While diesel engines have stamina and certainly run farther longer, the purpose of a sailboat is antithetic to that of a diesel engine as we have no plans to take *Sweet Liberty* so far that the diesel would earn its keep.

July ushers in many great opportunities for us. It begins with the 4th of July Anniversary Cruise to celebrate the Birthday of our Great Nation and our Great Sailing Club. Show your colors and rally forth to join the cruise. We also have Anniversary hats and shirts to



Adopt-a-Cruiser & Women's Races

When: Saturday July 23, 2011

Time: 10 AM

Where: Rendezvous at HHSA A

HHSA Summer Barbecue

When: Saturday July 23, 2011

Time: 3 PM

Where: HH South west-side beach



HARBOUR LIGHT

2011 Schedule

Date	Time	HHSA Event	Where	Description
July 2 - 4	1000	HHSA 30th Anniversary Cruise	TBD	Stephen & Debra Annand on <i>Carpe Ventus</i>
July 6 - 20	1850	Wednesday Racing Series 2	Herring Bay	Wednesday racing. Every Wednesday through September 7. Post-race at Calypso Bay.
July 9 - 10	1000	Karaoke Cruise	TBD	KC & Susie Bacher on <i>Freedom</i>
July 12	1800	Women Underway	UK-Halsey Sail Loft, Annapolis	Discussion on sails and loft tour
July 15 - 17	1900 Fri 1000 Sat	Full Moon/Trivia Cruise	TBD	Tom McGarry on <i>Ventireil Magh</i> Rich & Marie Ordeman on <i>Spook</i>
July 23	1000	Adopt-a-Cruiser Race & Women's Race	Herring Bay	A fun prelude to the HHSA BBQ. Bring your friends!
July 23	1500	Summer barbecue	HH South on West-side beach	Bring your racing and cruising crews for good food, drinks, games, and friendship.
July 27 - Aug 31	1850	Wednesday Racing Series 3	Herring Bay	Wednesday racing. Every Wednesday through September 7. Post-race at Calypso Bay.
July 30	1400	Great Bay Race	Herring Bay	Enjoy a long afternoon race on the Bay.
July 30 - 31	1000	No theme cruise	Solomon's	Ted Slotwinski on <i>Zalek</i>
Aug 6 - 7	1000	Crab Feast	Wye River	Al Del Negro & Trish Creevy on <i>Solace</i>

Full racing and cruising schedule can be found on the HHSA Web Site.

HARBOUR LIGHT

commemorate our 30 years as a feature in Herring Bay.

On the 23rd we have our Annual Summer Barbecue again on the beach that will be preceded by the Adopt-A-Cruiser race and the Women's regatta. Last year we had 3 boats sail in the unisex race and hopefully we can have more this year. Come join the other beach boys and girls at the Barbecue enjoying the joys of another summer's eve in the land of pleasant living.

With races and cruises all through the month what isn't there to like? The only negative is if you don't show up. Come and make the parties successful. We all want to hear about your latest and greatest adventure.

See you at the Barbecue

RACING REPORT

Rear Commodore (Racing)

Arne Fliflet

June was a busy month for racers. We had a very good turn out for the Wednesday Evening Races with 29 boats competing in Series 1. *Smoke* and *Spook* dominated the Non-spin class finishing first and second, respectively, while *Mirabelle*, third, and *Tzatsky Too*, fourth, rounded out the top finishers. It was great to see several first- and second-year racers, including *Ventreil Magh*, *Sun Chaser*, *Passion*, *Wind Orchid*, and

Endeavor, competing regularly. *Coyote* cruised to victory in Spin-A with four bullets, followed by *Jubilee* in second place. *Leap Frog*, *Pachanga*, and *Glissade* finished one, two, and three in the competitive Spin-B class. The ever-popular Doubled-Handed Race was held on June 11 in light air.

Glissade won the Non-spin Class followed by *Resilient* in second place, and *Leap Frog* and *Jubilee* finished first and second in the Spinnaker Class. Three HHSA boats competed with distinction in the 123 nmi Annapolis to Hampton Down the Bay Race: *Coyote* (Rich Griner/Greg Coffey) won the Non-spin class, *Audrey* (Trevor Howard) won PHRF C, and *T-Bone* (Bruce Artman) placed third in the J/35 Class. Finally, *Mazal Tov* competed in the Annapolis to Newport Race and was happy to complete the race barely in time for the All Hands Party in Newport in the relatively light air conditions. Joe Laun, a crew member on the 72 foot *Donnybrook*, has an article in the newsletter on this boat's unlucky experience in this race.

The racing season moves into high gear in July with a full slate of Wednesday evening races as well as a number of weekend events. The overnight Eastport to Solomons Race starts on Friday the 15th (followed by the Screwpile Regatta), the Adopt-A-Cruiser Race/Women's Race/Summer BBQ will be held on Saturday, July 23, and the Great Bay Race comes up on Saturday, July 30, less than a week before Governor's Cup. Skippers, start

recruiting crew early for these races.

See you on the water.

CRUISING REPORT

Rear Commodore (Cruising)

Rich Clough

We're having an incredible year so far with mostly clear weather for each of our 8 completed weekend cruises. July is the most intense month yet for cruises as there are 5 weekends available and five cruises to enjoy. We start July off with our HHSA 30th Anniversary Cruise over the July 4th weekend. From Saturday July 2nd through Monday July 4th the HHSA 30th Anniversary Cruise will be hosted by *S/V Carpe Ventus*, Stephen and Debra Annand. Register on the HHSA web site or call Deb at 443-226-4744 or email her at dkannand@verizon.net.

The second weekend in July (7/9-7/10) is a new offering by *S/V Freedom* hosted by KC & Susie Bacher. This Cruise will be a Karaoke Cruise and I must confess, the participants in the Baby Owl Cove Cruise several weekends ago were already practicing singing 40's tunes most of the evening. Great fun. Register on the HHSA web site or contact KC at 916-276-3693 or email him at kc.bacher@gmail.com.

The third weekend in July (7/15 - 7/17) starts Friday night with a Full Moon Cruise hosted by Tom

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McGarry (703-785-0720, tmcgarry@cox.net) of *S/V Ventreil Magh*. We will catch up with Rich and Marie Ordeman (703-501-5683, rmordeman@aol.com) for their annual, classic Trivia Cruise. On the fourth weekend in July (7/23 - 7/24) we have scheduled the annual HHSA BBQ and Cruiser Race. Please check the listing on the HHSA Web Site for further information.

And the final weekend in July (7/30-7/31) will be a cruise hosted by Ted Slotwinski (571-232-3482, slotwita@yahoo.com) but don't look for the uniquely lined *Zalek*. Ted sold *Zalek* and bought another boat (J-33) so come on out and help us with it's very first HHSA party.

Check the HHSA website for further information on all of these cruises. Come out with us and enjoy this beautiful Chesapeake Bay which we all call home. We'll miss you if you're not there.

TRIVIA CRUISE ANNOUNCEMENT

Rich & Marie Ordeman -
Spook

Here comes your chance to show off all that trivia knowledge you have been storing up for years. For more than a dozen years we have gone to a unique anchorage to enjoy the social hour and contest. This year, on the 16th of July, we will depart for Trippe Creek off of the Tred Avon. We will

anchor east of Deepwater Point with specific location depending on weather conditions. Look for the club burgee. The Cruising Guide indicates this is one of the most beautiful spots on the Eastern Shore. For planning purposes you should anticipate a trip of about 25 nmi.

Pick up your quiz at the 0900 captains' meeting at HHS. If you cannot make the meeting, copies will also be available at the HHN and HHS bulletin boards as well as at the raft up. The party begins at 1730 with cocktails and hors d'oeuvres. Scoring of the quiz and awarding of prizes will follow.

Call us at 703-938-1581 or email at rmordeman@aol.com if you have questions other than trivial ones. An RSVP would be appreciated or register on the HHSA Web Site.

A gentle reminder -- use of laptop or other electronic device for research will result in disqualification.

Put the cruise on your calendar. Come and join in the fun.

60'S CRUISE

Al Del Negro & Trish Creevy -
Solace

The 60's cruise was hosted by Al Del Negro and former Commodore, Trish Creevy on June 4 at Tilghman Creek off the Miles River. Four boats gathered in this beautiful and

quiet creek at the head of Tilghman Island; Stefan Leader and Andrea Heintzelman (on *Diva II*), Jim Funkey and friends Dick and Mary (on *Ichi Ban*), Tom McGarry and guest Cathy Bleakley (on *Ventreil Magh*) and yours truly (on *Solace*). Across from the anchorage on the Bay side is the town of Claiborne, a major port of access to the eastern shore from Annapolis and Baltimore. The remains of the ferry terminal is still extant there and on the creek side at its end are several work boats which we fully expected to hear from come 4 AM on Sunday morning.

It was a small but boisterous group aboard our Sabre 32 for the social hour. The appetizer theme was of course a la 60's with salami and cream cheese triangles held together with a toothpick festooned with an olive and a pickled onion, franks and beans with ketchup, egg rolls complete with dip, and onion dip (made with Lipton onion soup mix, of course) and potato chips served in Mary's mother's period bowl. Cathy Bleakley added a drink concoction containing orange juice, pineapple juice, vodka and other assorted alcohols. We were few but we partied hard. Trish and I dressed up as hippies and strangely enough, Elvis was also present. (Perhaps Jim Funkey can offer a picture to verify that fact.)

The weather did not favor us sailors – no rain but no wind either. Nobody complained as we all enjoyed each other's company and the appetizers, and the watermen were no-shows in the early morning

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Last years BBQ was very well received so we are following the same location, format, and costs. If you have any questions feel free to contact Richard Griner. Anyone not racing and will to help set up contact Richard Griner.

Where: Herrington Harbour South on the West side beach next to volley ball court

When: 3:00 - 6:00pm
July 23rd

Costs: \$20 for individuals over 20 - \$10 for individuals under 21

hours. This theme has the potential to repeat next year.

HNSA ANNUAL BBQ

Rear Commodore (Social)

Rich Griner

After the Adopt-a-Cruiser and Women's Races we will hold the HNSA Annual BBQ. You need not participate in the prior events to come out for the BBQ. Below is a summary of the BBQ. The official BBQ program is on-line and can be found by navigating through the event calendar, or for those that are reading this newsletter on-line just click on this Link. Please register early so we can plan for the appropriate amount of water :).

What is supplied: Tent, chairs, grill to cook your own meat, potato salad, cole slaw, beer, wine, soda, bottled water

What you need to bring: Meat for yourself to grill, a side or desert to share, and a smile (no frownie faces)

Activities: Blind folded dinghy races, Awards for Adopt-a-Cruiser and Women's Race, Volley Ball, and general merriment.

BABY OWL COVE CRUISE

Bill & Jill Boggs - *Palmetto Moon*

The problem with a marina as appealing as Herrington Harbor, both North and South, is that when the forecast contains the standard elements of summer on the Chesapeake, featuring high heat, little to no wind and a better than even chance of afternoon/evening thunderstorms, it can be difficult to find the motivation to stray far from the pool. However, even in the face of such a forecast, Palmetto Moon and 7 other HNSA boats, *Diva II, Solace, Eclipse, Exhilaration, Sea Luff, Thalassa, and Sweet Liberty* set forth to visit Baby Owl Cove off of Leadenham Creek on the eastern shore of Maryland. Those getting an early start Saturday found a short stint of sailable wind, but it soon faded away and before long everyone was motoring their way towards Knapps Narrows. Somewhere about mid-bay it became apparent there would be another element to test the commitment of the HNSA crews as a plague of biting flies, gnats and various other insects descended on the fleet and kept everyone hopping around swatting and coating themselves with bug repellent. The assault kept up until through the Narrows when the insect invaders disappeared as fast as they had appeared.

Upon dropping anchor at Baby Owl Cove, the first order of business for many crew was a cooling swim while other boats continued to arrive and raft up or anchor. Baby Owl Cove proved to be a peaceful and scenic anchorage with plenty of room for all of us. As the host

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boat, Jill and I kept an eye out and ticked off the arrivals until all but *Sweet Liberty* were accounted for.



We later learned Linda and Maris had experienced engine trouble and were compelled to seek a tow back to their slip. I've been in those shoes in the past and to recommend unlimited towing coverage from your choice of Sea Tow or TowBoat US. Sooner or later you'll need them.

After everyone was accounted for, *Palmetto Moon* sounded the horn for the social hour which in this case turned into several enjoyable hours. Since we were visiting Baby Owl Cove, we kicked things off by serving a concoction of coconut rum, Sprite and Grenadine called a Howlin' Owl. The beverage lived up to its name, as the entire entourage performed an old time singalong before the evening was over. Getting this crowd to sing at the Karaoke Cruise should prove little challenge as they seem

natural performers. I suspect that many chose to forego their dinner plans since the appetizers were so

tasty and so plentiful. The spread was impressive by any standard, but especially so, considering it all arrived by dinghy. As first time hosts, Jill and I sincerely hope our guests enjoyed the experience as

much as we did, and encourage other new members to jump in and join a HNSA cruise soon.

WOMEN UNDERWAY

Andrea Heintzelman - *Diva II*

The June 14 meeting of Women Underway started at the Calypso Bay Restaurant and soon retreated to quieter quarters in the conference space behind the large boat building shed. Twelve women attended and learned about the finer points of trimming the main and setting a spinnaker. The various nuances and advantages of symmetrical and asymmetrical spinnakers were also discussed. On June 18, WU had its first all women's sailing day of the season, organized by Andrea Heintzelman, who skippered her boat *Diva II*.

Due to the tremendous interest in this activity, however, a second boat *Harmony*, was added which was skippered by Joyce McGehee. This was the second time for one skipper to take her boat out on her own and the first time for the other skipper. Each boat had seven very excited women aboard, anxious to get out into the Bay to practice some of the lessons learned during previous WU meetings and to just have fun. It wasn't long before both boats wanted to test their skill at racing and so a course was communicated, a horn was blown for the start and off they went. Light southerly winds made for a perfect day of sailing fun and a chance to learn from one another.



The next meeting will be held Tuesday, July 12, at UK Sailmakers of Annapolis. This promises to be a very exciting evening as we learn how sails are selected, designed, measured and sewn. There will also be a tour of the sail loft. Many of you have boats with UK sails, so this meeting will be especially interesting to you. Please plan to attend and enjoy this special discussion.

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As always, the group will meet the second Tuesday of every month at a place to be determined to specific aspects of sailing. If you want additional information about Women Underway, go to www.hhsa.org and log-in so you can see what is happening with Women's Sailing (left menu option). If you have not yet logged into the site with a password, email Joe Laun at jlaun@yahoo.com and he will be happy to facilitate this for you.

LESSONS FROM A SIGNIFICANT INCIDENT

Joe Laun - *Lady Grey*

The biannual race from Annapolis to Newport is an event in which I've always wanted to be a competitor. Thanks to Will Keyworth (sail pro at North Sails Annapolis, founding Herrington Harbour Sailing Association Vice Commodore, and a speaker at HHSA events), I was offered the opportunity to sail on *Donnybrook*, a Santa Cruz 73 Custom Turbo Sled. I was very happy to accept the invitation.

As we neared the Chesapeake Bay Bridge-Tunnel, we hit submerged rocks at high speed. The chart shows plenty of water, but reality differed. When sailing at 12 to 14 knots, immediately crashing to a stop is an experience never to be forgotten. Several people were injured badly enough to require hospitalization, and virtually everyone received assorted minor injuries. The boat suffered significant damage. This is not an article about the boat. This is not an article about the race. This is not an article about strategy and

tactics. This is an article about dealing with an emergency on a sailboat.

Before leaving the slip the entire crew was gathered for a briefing. In addition to racing-related topics, we spent a good bit of time discussing crew responses to a variety of incidents. Each crew member was assigned a specific area of responsibility for different types of potential incidents.

This is Lesson #1: Everyone on the boat, regardless of experience and position, needs to know what is expected of them in case of an emergency. Within a few seconds of a very violent collision, everybody was working to carry out his or her assigned tasks. Some people were looking after injured crew; some were handling the boat; some were preparing for a worst-case scenario. Regardless of how many crew are on a boat, it is important to make sure that everyone knows what is expected of them. In a stressful situation, most people perform better when they already know what is expected of them. With no expectations, don't expect great performances.

Lesson #2: Equipment. We were all very concerned about the integrity of the vessel, and accordingly efforts were underway to prepare for a possible "abandon ship" order. Fortunately the order was not necessary. Just the same, had it been ordered, the boat was equipped with more than adequate gear and supplies for the entire crew. Prepare for the worst; hope for the best.

Lesson #3: Personal Safety Gear. Several crew members came very close to going overboard. Though the weather was nice and the wind less than 15 knots, everyone was wearing a PFD. This was a step in the right

direction. However, none of us, even the folks on the pointy end of the boat, were tethered. I don't think too many of us are going to be in the habit of tying in all the time, but I know I'm going to think about doing so more often than I had. PFD usage, even when conditions are relatively calm, could literally be a lifesaver.

Lesson #4: Sleeping. This may sound like a small issue, but sleeping orientation nearly made a huge difference in the outcome of the incident. Just minutes before the collision, a crew member was sleeping with his head forward and feet aft. Had he still been in this position at the time of the incident, slamming head-first into bulkheads could have been lethal.

Lesson #5: Mindset. Immediately after the incident everyone was dazed. Within seconds, however, people began to focus on the situation at hand. Properly focusing our mindsets on the tasks that we needed to handle was critical. Maintain a positive mindset, do what needs to be done, and stay positive about the situation. Panic and doubt would have only slowed our progress towards rectifying our problems.

The circumstances of the incident alleviated several issues that would have significantly increased the level of difficulty we encountered. Had this incident occurred during darker hours; had only half the crew been on deck; had we been sailing at a higher speed; if we had been sailing with more sail area up; if crew went into the water... In a perfect world none of us will ever be involved in a serious incident on our boats. In reality, if we sail long enough, we will wind up in a bad place. With proper preparation and foresight we can increase the likelihood of coming safely through the experience.

Herrington Harbour
Sailing Association

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Mailing Label