

HERRINGTON HARBOUR SAILING ASSOCIATION

HARBOUR LIGHT

NEWSLETTER

FROM THE HELM

Commodore Maris Eshleman

Believe it or not we have made it all the way to summer 2011 having enjoyed the Memorial Day Weekend Cruise, endured some wild weather and not had nearly enough good times. We partied hard at the New Member's Cruise daring fate in the face of the pending Armageddon but all that came was Sunday.

So here we are barreling down the freeway into our 30th Anniversary Year that has started fast and already generated lots of fun. We have already had some exciting cruises with more to come. We had excellent participation for our May cruises and New Member's Breakfast. Unfortunately, the weather did not allow the Full Moon Cruise but it will be rescheduled for later in the season. Over 20 members attended our hastily planned

Racing Rules/First Aid Seminar back on the 7th of May in case you missed it.

Racing has suffered through some very light air events although turnout on Wednesday's has been great enjoying some very beautiful evenings but hopefully the wind will improve.

The Women's Underway program is meeting regularly



Double-handed Race

When: Saturday June 11, 2011

Time: 11 AM

Where: Rendezvous at HHSA A

Women's Day Cruise

When: June 18, 2011

Time: 10 AM departure

Where: Join Andrea Heintzelman on *Divia II* to a destination to be determined by winds

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2011 Schedule

Date	Time	HHSA Event	Where	Description
May 4 - June 8	1850	Wednesday Series 1	Herring Bay	Wednesday racing. Every Wednesday until August 31. Post-race at Calypso Bay.
June 4 - 5	1000	Pick-up Cruise	TBD	No host.
June 11 - 12	1000	Baby Owl Cove Cruise	Baby Owl Cove	Bill & Jill Boggs on <i>Palmetto Moon</i>
June 11	1100	Double-Handed Race	Herring Bay	
June 15 - July 20	1850	Wednesday Series 2	Herring Bay	Wednesday racing. Every Wednesday until August 31. Post-race at Calypso Bay.
June 18	1000	Women's Day Cruise	TBD	Andrea Heintzelman on <i>Diva II</i>
June 25	1700	Sharp's Island Race	Chesapeake Bay	Evening race to Sharp's Island light and back.
June 25 - 26	1000	Crazy Hat Cruise	TBD	Allen Wright on <i>Tzatsky Too</i>
July 2 - 4	1000	HHSA 30th Anniversary Cruise	TBD	Stephen & Debra Annand on <i>Carpe Ventus</i>
July 9 - 10	1000	Karaoke Cruise	TBD	KC & Susie Bacher on <i>Freedom</i>
July 15 - 17	1900 Fri 1000 Sat	Full Moon/Trivia Cruise	TBD	Tom McGarry on <i>Ventreil Magh</i> Rich & Marie Ordeman on <i>Spook</i>
July 23	1100	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.

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

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offering opportunities for women to expand their knowledge and skills of sailing. They have a seminar coming up in June on sail trim so check their page on our website for all the details. If any of you ladies have wanted to enhance your skills on sail trim, this is your chance to gain the insight.

Now that summer is here we have Cruises scheduled nearly every weekend through October so there are lots of opportunities to get out on the water and enjoy a beautiful sunset with friends. We have our summer barbecue in a few weeks and we are planning an Anniversary Cruise to commemorate the 30 years of happy sailing in the land of pleasant living.

So what are you waiting for? Come join the HHSA fun and enjoy every chance to get out on the water for a weekend or just a Wednesday night.

NEW MEMBERS CRUISE AND BREAKFAST

By Sweet Liberty

Traditionally, the first cruise of the year has been the New Member Cruise that followed the New Members Breakfast providing new members a chance to get out and experience the joys of Club membership. This year about 40 people turned out to welcome the new sailing season at the New Members Breakfast. The Commodore introduced all the new members while everyone enjoyed

the breakfast treats that had been provided.



Under the threat of rapture, 13 boats sailed to the Rhode River for the New Members Cruise hosted by the Commodore with the assistance of *Skylark*. After all the fun and merriment all that came was Sunday. Appearing as one of the nicest spring days to suffer through, the weather on the 21st was exquisite. Warm sunshine in the 80's with a mild southeast breeze that we sailed in the 4-5kt range nearly all the way to the anchorage. Regrettably, Sunday was beautiful with no wind and we endured a motor home.



My apologies to anyone that I missed but the following boats helped christen the new sailing season at the New Member's

Cruise: *Skylark, Diva II, Carpe Ventus, Freedom, Sea Luff, Avalon, Idyll Ours, Cool Breeze, Palmetto Moon, Wind Dancer, Thalassa, Audrey Marie, and Sweet Liberty.*

RACING REPORT

Rear Commodore (Racing)

Arne Fliflet

As we head into June the racing program is in full swing. As I write we have successfully completed three Wednesday Evening Races and the Spring Regatta. HHSA boats also competed on the Annapolis NOOD Regatta in Annapolis, the WSRC Single-Handed Race and the AYC Coast Guard 24 Hour Race. Some accounts of the latter races are included elsewhere in this newsletter. In addition to the Wednesday evening races, we have two weekend races scheduled in June: the Doubled-Handed Race on June 11, and the Sharps Island Race on June 25. Plan now to participate in these races. Even though several racers have graciously signed up to be Race Committee more than once, we are still looking for RCs for some of the races. Racers who have not yet up for RC duty should contact me. I have had good reports about the post race gatherings at Calypso. The three class system (Spin A, Spin B, and Non-spin) for course selection appears to be working well. Comments about your experiences on the race course are always welcome. Class winners, please submit your bullet reports.

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See you on the water.



CRUISING REPORT

Rear Commodore (Cruising)

Rich Clough

The June cruising schedule is chock full of fun and adventure. The 60's Cruise was scheduled for 6/4-6/5 but a family conflict arose for the Clough's and the cruise has been cancelled. We're terribly sorry. Check the web site as we get closer to that date for the possibility of a spontaneous pick up cruise. The Baby Owl Cove Cruise is scheduled for 6/11-6/12 sponsored by Bill and Jill Boggs of *S/V Palmetto Moon*. The Women's Cruise is scheduled for 6/18 (no overnight) and is sponsored by Andrea Heintzelman of *S/V Diva II*. The Crazy Hat Cruise is being reprised by Allen Wright of *S/V Tzatsky Too* on 6/25-6/26. Another jam packed month of exciting activities has been planned for June and in spite of one cancellation, it's only one of 25 weekends where cruises have been scheduled. Please come out

and join us as you can. We'll miss you if you're not there.

CRAZY HAT CRUISE

Allen J. Wright - *Tzatsky Too*

Reviving an old cruise theme, we are planning to have a "Crazy Hat" cruise this year on the weekend of June 25 – 26. All you need to do is find your craziest hat to wear at the raft-up cocktail party. A select team of judges will award a prize for the craziest hat and for the runner-up. Bring your usual appetizer to share and your beverages of choice.

Allen is planning to have a Captain's Meeting at 9:00 AM on Saturday morning at the Bulletin Board at the office at Herrington South and another one at the Bulletin Board at the office at Herrington North at 9:30 AM. The destination will be selected based on the prediction of the prevailing wind for Saturday. We will monitor VHF Channel 68 after 10:00 AM.

Let your imagination run wild in creating your crazy hat and come and join the fun for a few giggles.

TRAINING PROGRAM

John Locke

The Training Committee has scheduled a seminar for Saturday, May 7th at HHS Catering Facility. Two topics will be presented. Racing Rules and First Aid Underway. The first will begin at 9 AM, the second at about 10:30. Come for one or both. Additional

seminars or classes are being scheduled for June, July, and August. They will be announced on the Web site and will be shown on the HHSA calendar. If you would like to participate in the Training Program either as a committee member or an instructor, or have ideas as to what topics you would be interested in, let me know. My email is locke806@atlanticbb.net.

WOMEN UNDERWAY IN HERRING BAY

Debra Annand

Women Underway is underway the second Tuesday of every month. At the May meeting of HHSA's new group for women sailing enthusiasts, eleven women participated in a lively discussion about sail trim and the interpersonal dynamics that occur while on board with the opposite sex. Andrea Heintzelman led a discussion about how to use the tell tales to adjust sails and realize optimum speed in directional winds. Other discussion centered on what happens if your boat broaches or is "knocked down". Following this, each member introduced themselves and conveyed what she was looking for as a member of Women Underway. Primarily, members want to feel more comfortable in a "decision-making" role on board, including driving, trimming sails, and docking the boat. Women expressed the desire to take more responsibility at the helm and have their partners

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feel more comfortable with this. The group unanimously agreed that the importance of Women Underway is being able to share stories, learn together, and share boating expertise.

June 18, Women Underway will have its first all women day cruise on *Diva II* to work with members on becoming more comfortable on the boat and at the helm. An eVite will be sent to all WU members soon to get a head count of interested participants. All are welcome. Depending on the number of interested members, other boats will be added so that all can attend. Please set aside this day for what will be a most exciting and enjoyable day on the Bay.

The group will meet the second Tuesday of every month at Calypso Bay to address 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.

DELIVERANCE

Carl Schaefer - *Cadence II*

All the planning, all the logistics, all the heartache, and all the commitment from the crew, finally paid off this past weekend after we (finally) delivered *Cadence II* to her new home at James Creek Marina in Washington, DC. It was at times a brutal, fun, and challenging delivery, all wrapped up into one. And it was the longest time I've ever spent on a sailboat (30 hours) and the greatest distance I've ever sailed (approximately 150 miles). I want to thank the three crew that made this possible: Ruth and John Baumert and Tom Schwartz. When crew availability was an issue because of other commitments by the regular crew, I had briefly toyed with singlehanded this journey in three daylight stages. After the delivery, I'm awfully glad that I didn't and I'm extremely happy to have had great companions, great crew, and experienced sailors with me for this journey.

We attempted to deliver *Cadence II* to her new home last month starting on Good Friday. Well, the delivery made it about 100 yards from the fuel dock before the engine quit and we had to sail back to the dock. A few of the gearhead crew suspected a blown head gasket and I tended to agree with them. But when the engine contractor got to the boat to diagnose the problem, they discovered, instead, a bad high pressure fuel pump. With the new pump finally installed and testing

complete, the engine contractor called me to declare the boat ready for the long journey ahead. Lesson here: there is an old sailor's superstition that it is bad luck to leave on Friday for a journey to sea. It is my experience that this is indeed true but that leaving on a Good Friday is perhaps the worst sin.

The Friday of our delivery was Friday the 13th. It's bad enough leaving on a journey on Friday but doubly so leaving on the 13th. My wife, Debbie, refused to let me leave on that day (the crew were a little nervous, too), so Tom suggested we leave at 12:01 am Saturday morning. Although we got to the boat about an hour and half before our departure time, I refused to start the engine until after midnight – I did not want to leave anything to chance! When the GPS noted the time at 12:02 AM, we started the engine, we cast the lines off, and began to motor out of the harbor under cover of darkness. Two friends of mine from the Herrington Harbour Sailing Association met us at the dock about a half hour before we left to wish us well. They themselves had just returned from a night sail and told us that the breeze was 20 knots from the south. Wonderful. It was going to be brutal beat down the Chesapeake Bay to the mouth of the Potomac River.

Outside the harbor, we hoisted the main and the #3. The breeze was fresh but the waves weren't too bad in Herring Bay. But once out on the

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Chesapeake Bay, the wind freshened to 20 – 25 knots and the waves kicked up as the ebb tide current ripped down the Bay kicking up a short steep chop. I don't recall when we decided to do it but we tucked a reef into the main and the boat seemed nicely balanced during the long journey down the Bay.

I have always enjoyed sailing at night. But it can be quite a challenge on a dark, moonless night with lots of shipping traffic moving up and down the Bay. We watched a cruise ship and tow boat/barge slip by us. Later in the evening, as we approached the nuclear reactor and the LNG terminal near Cove Point, we saw a ship moving up the western channel on a collision course with us so we tacked away. As soon as we completed our tack, we were hailed by a US Army vessel (the Army apparently sails ships – who knew?) inquiring about our intent. Apparently, the ship could not see us on radar but could see our sails as it approached. We told him that we'd hold course until he passed astern. He thanked us and moved on. I desperately wanted to say: "GO NAVY BEAT ARMY" but thought better of it and maintained good radio discipline. (I'd briefly considered getting a Davis radar reflector for this trip. However, had we hoisted the reflector into the rigging for this night journey, it would have been ripped out of the rigging by the breeze.)

Dawn arrived as we got close to the Patuxent River. The navy base was uncharacteristically quiet for a Saturday, most likely because of weather. It was cloudy, dreary, and windy. As we pointed our nose south toward Point No Point and



then to Point Lookout beyond that, the tide and the outflow from the Patuxent River combined to really make a mess of the sea state. As we continued to beat down the Bay, most of us were not feeling well. No one got sick but no one was eating either. Which is a shame given the smorgasbord that Ruth had prepared for the trip. We never had a chance to eat the hot meal that Ruth had prepared. Instead we munched on power bars, sandwiches, pretzels, and beef jerky.

Around 1:30 pm on Saturday afternoon, we rounded Point Lookout and turned *Cadence II's* bow northwest to head up the river. Finally, after 13 hours of slamming, pitching, and rolling, the ride smoothed out. We shook the reef out of the main and hoisted the chute. For the next 7 hours, we enjoyed some of the best sailing ever. Everyone took turns at the wheel with all of us challenging one another to see who could log the

fastest boat speed as we surfed down waves in 18 – 22 knots of breeze. Ruth ultimately ended up with the honor after pegging 10.1 knots on the speedo.

It was about this time, I think, that I discovered that the head was broken. All of the crew had commented that the pump handle met with little resistance as we tried to pump the head dry. Finally, while I was attempting to flush the head, I noticed that we had a gusher out the side of the handle assembly. I believe, but have not confirmed, that when they serviced the head, the contractor forgot to reinstall the joker valve or that the joker valve failed. Our backup plan (the bucket) was immediately activated.



We could see the Mirant power plant at the Harry Nice bridge as dusk began to fall. It was time to drop the chute, especially since we could hear thunder from an approaching storm. We kept the mainsail up but hoisted the lazy jacks in case we needed to drop the main quickly. I fired up the engine and we began motoring up the river. We were a few miles from the Nice bridge when the

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storm hit. Visibility dropped significantly with the heavy downpour and the only lights I could make out were the lights from the power plant and the three red lights marking the center span of the bridge ahead. Lightning flashed all around with ground strikes in the distance but, fortunately, nothing hit close by. As the storm passed and we motored up the river, I finally decided to take a nap in the cockpit as Tom took the wheel – the first real sleep I'd had on the trip. For some reason, just as I fell asleep, I thought of the movie "Apocalypse Now" - the river had narrowed and I could smell the sweet smell of the freshly tilled farmland around us. That wonderful, sweet cedar smell continued almost all the way to DC.



We continued to navigate the river in the dark, at times in poor visibility as heavy rain gave way to

persistent drizzle, then some light fog. John did a masterful job at the navigator table as he continued to plot our course from one NAVAID to the other then pass the bearing and distance to the next mark to us in the cockpit. This was the most stressful part of the trip for me as oftentimes the next mark was so far away that you could not make out its light (or the mark was unlit). Finally, after many, many hours, as we passed Fort Washington, John succumbed to sleep as Tom and Ruth came up for their watch. None of the crew had gotten a lot of sleep during the journey, and, other than a catnap here and there, I was working on a severe sleep deficit (I can't sleep below without getting seasick). I was hallucinating. I kept seeing shadows move across the front of the boat; I heard a female vocalist singing country/pop music (this went on for quite some time, unfortunately); and I was dreaming while awake. Very odd experience for me but not unusual I think for not having slept in almost two days. Not sure what the rest of the crew experienced.

Finally, we could see the brightly-lit Woodrow Wilson Bridge ahead of us. What a beautiful bridge in the dark! As we approached the lit span, Ruth was getting really nervous that our mast might not fit under the bridge. I have to admit I was getting a little nervous, too, because it did indeed look like it would be close. However, with the roar of traffic above us, we slipped under the bridge with plenty of clearance.

We finally arrived at James Creek Marina at 5:30 AM, nearly 30 hours after leaving our old home at Herrington Harbour North in Deale, MD. The tired crew began unloading their belongings and we drove back to HHN to pick up the cars and to transfer gear. We all shook hands, wished each other safe travels, and departed for our separate homes. I filled the car up with gas and purchased a 32 oz cup of coffee. It was completely drained by the time I got home. I took a hot shower and slipped under the covers of my warm bed and fell rapidly asleep as strains of the "Ride of the Valkyries" filled my head.

COAST GUARD FOUNDATION OVER NIGHT RACE

Keith Mayes - Jubilee

The forecast was for southeast to south oscillating winds for 72 hours according to several models, so that was good. Thunderstorms were also in the forecast, so that was not so good. The start and finish were in the Bay outside Annapolis. Emily and I did the delivery from HHN early Saturday morning and picked up the rest of the crew – Bruce Kissal (*First Look*), Aaron Seligson, Mike Bowley, Nate Owens, and Nuno Cruz – at the Charhouse Restaurant around 9:30 AM.

The first start was at 11:00 so we had plenty of time to get out to the



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starting area and assess the winds and get gear stowed. It was misting and chilly so everyone donned foulies. The published courses took everyone south down the Bay and back, and were posted 5 mins before each start – PHRF C was first (78 miles), multi-hulls were next (123 miles), followed by our start, PHRF A2 (103 miles), and finally PHRF A0 and A1 (123 miles).

Wind was at 8 - 10 knots true from the SE and we would be pretty much on the wind to get by Thomas Point, so we opted for the medium #1 genoa. We led the 6 boat PHRF A2 fleet from the start and threaded our way past the numerous cargo ships anchored near Annapolis. After about 2 hours the breeze laid down a bit so we changed to the light #1 genoa, and immediately saw an improvement in speed.

The goal for the race was simple – “Don’t Go Slow”. This meant changing gears as the wind speed and direction oscillated, and staying in the deep water when current was with us and in shallow water when the current was foul.

The Bay was a bit lumpy but very little water made it on deck. We passed through occasional light showers but it was not unpleasant. The Schock 35 and J/105 were still visible, but after we tacked over to starboard south of Chesapeake Beach we crossed ahead of the Schock by about ½ a mile, and when we came back to the western

shore about an hour later to stay out of the foul current in the shipping channel we were a mile ahead. The J/105 went to the Eastern Shore and we lost track of her. Emily fixed sandwiches for lunch and laid out cold chicken and fresh vegetables, fruit, cookies, and beer for dinner. With winds building back over 12 – 13 knots true at around 6:30 PM we changed down to the #3 jib, which allowed us to sail the boat flatter with the main powered up.

We had set a watch schedule starting at 3:00 PM. Port watch was Keith (watch captain and navigator), Emily and Aaron, while Starboard watch was Bruce (watch captain), Mike and Nate, with Nuno floating.

Port: 1500 – 1900
 Starboard: 1900 - 2300
 Port: 2300 - 0200
 Starboard: 0200 - 0500
 Port: 0500 - 0900

I lost track of time, but some time around 9:30 PM I was sitting at the nav station keeping an eye on the chart and talking to Bruce about our approach to the rounding mark. We discussed putting a chute up at the rounding but because of the shifting winds could not decide on whether to put up a reacher or a runner. It was raining and a fog had set in. I put on foulies and went on deck. We made our approach from the western shore having earlier passed close to Point No Point lighthouse with a strong flood tide against us. We tacked

over to the starboard layline about ½ a mile out with the red flashing light just visible. There was lightning everywhere and close, it started raining heavily, and the breeze started to lay down. About 200 yards from the mark we were hit by a microburst of wind with a 100 degree shift. Not sure what the wind speeds were but in the next minute or so we had 3 uncontrolled gybes as the wind swirled around and lightning crackled overhead. As suddenly as it arrived, the storm left and behind it was ... no wind – none whatsoever! We were in 111 feet of water drifting on the tide back to Annapolis, 300 yards from the turning mark and there was nothing we could do about it. I went back below to try to get some sleep before my 11:00 PM watch and left Bruce and his crew to figure out how to get around the mark.

Some time later Mike came below and announced that we had rounded, were back underway, and asked for advice on what headsail to set (the #3 was still up). Against all odds we were beating, not reaching. He dragged the light #1 up on deck and I could hear them making the change.

When I came up at 11:00 PM with the Port watch Jubilee was happily making 6.5 knots on the rhumb line in about 8 – 9 knots of breeze with 50 degrees apparent wind angle, in heavy fog. At about midnight the wind had faired us enough that I called for the Code 3 reaching spinnaker and with Nuno’s help we

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made a quick sail change. By about 1:00 AM the wind was just aft of the beam so I made a call for the light Code 4 running spinnaker and the 3 of us – Emily, Aaron, and I – pulled off a flawless spinnaker peel without missing a beat.

We turned *Jubilee* back over to the Starboard watch just after 2:00 AM. It was pretty quiet for the next couple of hours, and I think Bruce's watch did one or two gybes. When my watch came back on deck at 5:00 AM the wind had gone to the south and was well aft of the beam so we had to sail above the rhumb line to keep good boat speed. We put the spinnaker staysail up to see if that would help, but in the light breeze it did not draw well so it went quickly back into the bag. The three of us did at least four gybes over the next couple of hours while the Starboard watch slept below, staying to the east of the shipping channel in the ebb current.

Apart from the storm at the turning mark, the big surprise was at about 5:30 AM when a sprit boat with a white spinnaker came out of the fog from the east near Sharps Island lighthouse, and crossed ahead of us heading to the west. Who the heck is that? Oh, the J/105, and we owe them almost 21 minutes. Bit dismaying! No worries, just keep the boat moving. A look behind revealed another spinnaker, pink and teal, but we had no idea who it was. It looked like it was about 15 minutes behind us on the

same tack. We hoped it was an A1 boat.

At 7:08 AM we were just south of Bloody Point Lighthouse and had to think about which side to pass those anchored ships. The navigation system estimated our finish a little after 8:30 AM, so I phoned the RC to let them know we were about 90 minutes out (the SI's required this). The pink and teal spinnaker was to the left and we appeared to have put some distance on them. Then someone spotted the white spinnaker again and it was behind the pink and teal! That was good. We gybed over to the west before reaching the first of the anchored ships heading straight for Thomas Point lighthouse, in 7 – 8 knots from the SSE. We had discussed the possibility of the wind dying as the sun came up and burned off the fog. Right after we finished, of course. We gybed back over to starboard for the 2 mile run to the finish in almost a knot of foul current. It was hard to keep the boat moving fast by sailing deep on the rhumb line, so I put the bow up for more speed. By this time we had decided that the pink and teal was the J/42 which we needed to beat by 26 minutes to correct over her.

We made one last gybe to the finish at R2. A look behind revealed that pink and teal was heeling over in what appeared to be much better breeze than we had. I asked if anyone could see a shotgun on the Race Committee, but the answer was negative. And then a shout from one of the crew – they had picked up the gun! We finished at 8:45 AM to the welcome sound of a 12 gauge shotgun. As we made our way slowly back to Annapolis we hoisted several wet sails to dry them off, and drank a few beers. The 3rd surprise of the race was learning that the rum and ginger beer had not been put in the fridge after dinner the night before – bummer Emily! But the beer was



cold.

The crew kept a close eye on the pink and teal and were delighted to see her finish in the distance about 27 minutes after us. Yeah! We might actually have won this race.



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We packed all the sails – 3 headsails and 2 spinnakers idling along in the Severn River and Spa Creek, and waited for the “pink and teal” ... hey, wait a minute! That is not a dark blue hull, but rather a light blue. On no! It’s the Humphries 38 (whatever that is) and we owe them 41 minutes. Oh well, 2nd still feels pretty good, right??

After dropping crew off at the Charthouse Emily and I headed for HHN. She made me a sandwich and then I went below to get some much needed sleep while she kept an eye on the GPS and pushed the auto-helm buttons. What a nice First Mate! We were back in our slip by 1:00 PM.

What were the keys to success? A good capable crew who got along well together and jumped up happily throughout the 21 plus hours of racing to do whatever was needed. Also we did a good job of changing gears – the right sail up all the time, and we kept the boat going as fast as possible all the time, adjusting halyard tension, backstay tension, jib car position, outhaul, pole position, etc. Unlike other boats I have sailed on, there was no drop off in performance at watch changes. Bruce Kissal was very comfortable at the helm (naturally) and is as good a sailor as you can find. Emily kept us well fed and even made up berths with clean sheets, blankets, and pillows.

What would I have done differently? Probably stayed on the

Eastern Shore longer north of Bloody Point to stay out of the strong ebb tide near Thomas Point. Not sure if we could have made up the 14 minutes we needed to win, but it would have made it a bit more interesting.

My sincere thanks to the crew for a job well done!

COAST GUARD FOUNDATION OVER NIGHT RACE

Arne Fliflet - Mazal Tov

Crew for the race were Sue and Bill Cross, Shannon Hibberd, Steve Howard, Dave Morris, Chris Van Horne, Meghann Proie, and I. It was raining when the crew arrived at the slip in HHN on Saturday at 0600 to load the gear and provisions. After a stop at the pump-out station we were on our way to Annapolis by 0715. Hoisting the main we motor sailed up to Annapolis in the southerly breeze and arrived at the starting area about 0930. The RC showed up at 1000 and we checked in. Chris and Meghann together with Sue and Bill prepared a generous amount of food for the race and served bagels with cream cheese and fruit as we waited for the start. The wind was about 10 knots from the SE so we went with our medium No. 1 genoa. The RC kept us in suspense about the course for each class until 5 minutes before the start. Our class, A1, and A0 were sent on Course 2, a 123 nm trip to mark “65” on the

south side of the entrance to the Potomac River and back. There was one other boat in our class, Upgrade, a Farr 395, and Donnybrook was the only A0 boat. However, Donnybrook had hydraulic problems and planned to withdraw after the start. We got a good start crossing the line on the port tack and headed down the bay. Pretty soon we were overtaken by Upgrade who then footed off slightly toward the western side of bay while we stayed more to the east and we lost contact with her. The wind lightened some and shifted to the south and we had to tack several times as we headed down the bay. We divided the crew into two watches with a schedule of two hours on and two off during the day and three hours on and off at night.

In the afternoon the wind increased some to 12-13 kts and shifted to the east so we were able to set a course fairly close to the mark. Late in the afternoon/early evening Meghann and Chris made good use of the oven and stove to prepare a hot pasta meal in spite of the 20-30 degrees of heel. After dinner the wind freshened to about 15 kts but did not increase further so we stayed with the No. 1 and increased backstay tension to depower the main and also eased the traveler in the puffs. We caught up with one of the boats in the race, a J/105, south of the Patuxent River as it was getting dark. After dark we encountered a several thunderstorms with wind shifts and heavy rain in the vicinity of Point



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No Point. This combination proved to be highly disorientating and at one point we found ourselves considerably off course. After the storms passed through we were still several miles north of the mark and there followed an extended period of tacking upwind in relatively light air to reach the turning point. We also dodged a few tugs towing barges in the process. In this regard the AIS system proved very helpful. We rounded Mark 65 about 0130 hours on Sunday, or about 14 hours after the start, and set a reaching course up the bay. At this point the crew was quite fatigued and most had little experience handling our sprit-pole-set asymmetric spinnaker so we stayed under main and genoa making about 5 knots while I went below for some rest.

At around 0430 we got the smaller spinnaker rigged and deployed it from its sock at first light, about 0500. Thereafter, we were under spinnaker for the rest of the race. We switched to the big spinnaker (without sock) after about an hour and a couple of jibes of the smaller spinnaker. The wind was light and variable with some periods of 5-8 kts and intervals of no wind. The trick with the asymmetric is to keep the apparent wind angle small enough to keep the boat moving although this means steering away from the rhumb line. Fortunately, the wind freshened to a consistent 11 kts in the afternoon allowing us to finish at 4:53:11. The crew did look longingly at Herring Bay as we were momentarily becalmed near Bloody Point but then the breeze

filled in and we made it to the finish from there in an hour and a half. As we were heading back to Herring Bay we saw Luchador, a small boat on PHRF C, sailing toward the line (she finished at 9:23:34 pm). The return to the marina was uneventful except for a brief thunderstorm that caused rapid re-donning of foulies as we arrived at the slip. The other boat in our class, Upgrade, finished at 10:36:28 (am) correcting over us by over 5:33:20 (hr:min:sec). However, the race served us well as a shakedown cruise for the Annapolis to Newport Race.

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Mailing Label