



April 2008

CALENDAR AT A GLANCE

March 29.....	Spinnaker Trim.....	HHS.....	10:30 AM
April 12.....	Starting Rules Seminar.....	Calypso Bay.....	10:00 AM
April 12.....	Mark Party.....	Herring Bay.....	following seminar
April 20.....	OTW Racing Clinic.....	HHS.....	8:30 AM
April 23.....	Practice Race.....	HB.....	6:50 PM
April 26.....	April Fools Cruise.....	Mears Marina.....	TBD

From the Helm

Ted Slotwinski, *Zalek*

Aaagghhthe day after St. Patrick's....The mind slowly reboots...bbbbbb...bbbbbo...bo...Bo Derek? Only in my dreams.boboboboa...boa...That's it, I own a boa?...Nope, the cat's still alive....Boaboaboaboat...boat....I own a *boat*????....Why?...Where?...Perhaps it's related to those late payment notices from some obscure Maryland bank and from Herrington Harbour (can't anyone spell in this country anymore?).... It must be a sailboat, which would explain those bags full of large white cloths in my basement. I thought they were too heavy to be parachutes...which would also explain why Chuck never returned the one I loaned him for his last jump. I better check this out....

I'm driving for miles along Route 4.... then Route 2.... a long way from home....I see nothing resembling water....Who would be dumb enough to keep their boat out here? It must be bum directions from MapQuest again. After all they couldn't find the Belmont Country Club for Tom Boughner's surprise party (neither could the guard at the gate). Finally, a marina...Wow!!!.... Sooo many boats.....(bad word) They're all white. How the (bad word)

will I be able to find my boat in here?...Eureka!...They have different names. What would I have named mine???....There she is !!!! A long lost beauty rising in the mist....Has HHN taken good care of you? Have the nasty flying poop machines kept their distance?...As I upend my ladder and climb onboard, many wonderful memories come to focus and I'm filled with euphoria. She will soon reap the benefits of many hours of my devout labor, and we will once again sortie forth to new adventures with new friends....Wait, I hear someone calling from below-- "Yo (bad word)...what the (bad word) are you doing on my boat?"

Your boat??? Are you some blind lunatic??? This is *my* boat...Can't you read the *name*???

As I lean over the side to adroitly point out the name and put the scum in his scupper,

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I see my boat is the one next to his—"Nice boat you've got there, Captain, yes sir!....How would you like to join the finest sailing association on the Bay?"

Just kidding. Most of you are far ahead of me in the rites of spring. Some boats are already in the water. Some never left. Soon most of us will be busy sanding, painting, scrubbing, polishing, and tackling numerous other maintenance jobs and upgrades. What sailors won't do for the extra tenth of a knot, even if your race is only an informal one alongside any boat sailing the same course as yourself.

If you missed the spring meeting on March 15, I can attest that the food was excellent, and the preparations for a fantastic 2008 sailing season are well underway. Articles by the Rear Commodores herein provide many details, plus you can always get the latest information on the HHSA website www.hhsa.org. Of special interest are three outstanding training sessions set up by Bruce Artman, dealing with handling and trimming symmetric and asymmetric spinnakers, HHSA Race Committee training (a must for all racers and crew), and finally an on-the-water clinic for race starting tactics and practice.

Membership Corner

Carl Schaefer, *Cadence II*

On behalf of HHSA, I'd like to welcome our newest members, David and Carol Longendyke of Vernon, NJ. David and Carol own a 1990 Macintosh 47, *Libre Vie*, located in Slop F-14 in HHS. I'd never heard of a Macintosh 47 until the Longendyke's joined our club, but a quick Google search indicated that this large, masthead sloop looks to be

a powerful cruiser with lots of room below. I know one thing - I don't want to be in their lee at the start line on a Wednesday night!

I want to remind the membership that I will be hosting a "Morning Social" at HHN on the morning of April 19th from 0900 to 1200. I will be setting up a table close to the entrance of HHN near West Marine where we'll serve donuts, bagels, coffee, and juice in an attempt to bribe, er attract, potential new members to HHSA. The idea is to get interested sailors to stop by our table on the way to their spring commissioning tasks. I'd certainly appreciate a few volunteers to help with the social. If you're interested and can help that day, please drop me an email at cgschaefer@gmail.com or give me a call at home at 703-490-4895.

As of our March HHSA Spring Meeting, we currently have 125 active members with 34 of those members enrolled in our racing program. We still have a number of folks that still have not renewed their 2008 membership. For those of you that have not yet renewed, your membership, and access to the full capabilities of the HHSA Club Express website, will expire on April 1, 2008 (no April Fools joke!). Please renew your membership online at www.hhsa.org or mail me your membership renewal form with your membership dues and I will update your membership promptly.

Finally, I'd like to remind the membership that we have some very nice burgees for sale. They are very high quality and slightly larger than the old burgees. If you're interested, please send me a check for \$20 made payable to HHSA and I will get one in the mail to you quickly.

Cruise News

Tom McGarry, *Ventreil Magh*

Our 2008 cruising season looks to be off to a great start. We have 11 cruises committed so far, including Maris and Linda's Eshelman's extended Southern Bay Cruise starting May 17. Ardell Hoveskeland is also planning a more extended Southern Bay Cruise starting around June 1. A list of the committed cruises is set forth below, all of which are also on the club's calendar on line. The list is:

Date	Leader	Comments
4/26	Maris and Linda Eshelman on <i>Sweet Liberty</i>	April Fools Cruise
5/17	Ted Slotwinski on <i>Zalek</i>	New members' cruise
5/17 – 5/26	Maris Eshelman on <i>Sweet Liberty</i>	Southern Bay Cruise
6/14	Gary & Kathy Pritchard on <i>Gone Away</i>	Beach Boys Cruise
6/21	Kinne and Piper Sutton on <i>Diosa</i>	Caribbean Festival Cruise with Fabulous Rum Punch
7/4 – 7/6	Stephan Leader and Andrea Heintzelman on <i>Diva II</i>	July 4 three day cruise
7/18	Tom and Nina McGarry on <i>Ventreil Magh</i>	Full moon cruise starting Friday evening
8/23	Rich Griner on <i>Coyote</i>	Short handed race cruise; see notice of race on

9/13	Al Del Negro and Trisha Creevy on <i>Solace</i>	Red neck cruise
10/4	Al Del Negro and Trisha Creevy on <i>Solace</i>	Pirate cruise
10/25	John and Barbara Locke on <i>Island Time</i>	Halloween cruise to St. Michaels

A few people approached me after the spring meeting and expressed interest in the full moon cruise and the historical theme. Hopefully, there will be more on the latter as more information comes in.

For those of you contemplating signing up to lead a cruise, please note that the Memorial Day and Labor Day weekends are open.

As I mentioned in the March newsletter, I would dearly like your feedback on:

- Your appetite for farther cruises destinations than we have normally experienced. Partly this may entail an earlier start or later arrival and is more dependent on the wind than our usual 20 – 25 NM distant destinations.
- Three day cruises on regular weekends and four day cruises on holiday weekends, possibly coordinating with a normal two day cruise. Locations such as Kinsale, off the Potomac, for example, are not normally feasible for two day cruises, but are reachable on longer cruises.
- Overnight cruises, either at the beginning of a cruise as a long first leg, or as part of an extended day cruise.

Again, email me your thoughts, at
tmcgarry@cox.net

Racing

Bruce Artman, *T Bone*

Here is the racing news:

Trim Seminar-

This newsletter will be arriving either just before or just after our first racing event in 2008. If March 29th hasn't rolled around yet while you are reading this, plan on making a trip out to Herrington Harbour South for a very promising discussion on spinnaker use and trim. If the 29th has rolled around, you can probably find a summary of the event on the HHSA website; check it out to see the details of a very promising seminar!

Starting Rules Seminar

The April 12th [Starting Rules and RC Training Seminar](#) is still scheduled for Calypso Bay at 10:00. An online version of the training will be held on the 16th for those that can not attend the Saturday session.

Mark Party

The Marks are coming! The marks are coming! Immediately after the April 12th seminar, we need 3 boats and inflatables, as well as nine volunteers to help launch the HHSA racing marks. As with most jobs, more hands make lighter work so [please register on the website](#) to help out.

OTW Clinic

This event is promising to be better and better! Anyone that doesn't make it out for this session will be at an extreme disadvantage for

the beginning of the season. Breakfast starts at 8:30 AM at Herrington Harbour South, followed by the seminar and 9:00 and then on the water drills. We could easily get more starts in one day than the entire Wednesday night series; talk about a jump start! The day will be led by Alan Drew from North Sails giving strategic and tactical advice from his RIB. The advice and the fun will be coming fast and furious; this is one event that you will not want to miss. Boats planning on attending should [register early](#) so that we can have enough materials ready. There are also a few more spots available on the Committee Boat for those unable to get their boats splashed in time for the big event. Please contact me to get a space on the CB.

Practice Race

And now, for what you have all been waiting for: our first race of the year will be held on April 23rd, which is a little earlier than previous years because of how the Wednesdays fall on the calendar. Tick-tock, tick-tock!!

Social Corner

Nina McGarry, *Ventreil Magh*

March 15 found more than 50 HHSA members enjoying a Saturday morning at Herrington on the Bay, listening to board members report on the upcoming sailing season, hearing from Herrington Harbour management on the state of the harbor, and lunch.

Plans for upcoming social events were discussed. In addition to the new members breakfast in May, we will hold the summer BBQ on S-dock in July, and reintroduce the chili festival at the fall meeting scheduled for

November. The annual banquet, held in January, closes the previous year of events and begins anew the anticipation of another full year of sailing and socializing.

The 2008 spring meeting was well attended. As well as enjoying lunch, members purchased 50/50 tickets and HHSAs hats. The beneficiary of 50/50 ticket sales is the non-profit group, CRAB. This meeting's 50/50 ticket sales totaled \$160.00. The HHSAs member winner was Ted Slotwinski, HHSAs Commodore.

West Marine – Deale, offered HHSAs members a 10% discount on all products for the entire weekend! A great big thank-you to Norma, Manager of West Marine – Deale, a supporter of HHSAs, as well as a member.

We welcomed four new members at the spring meeting and look forward to seeing more new members as well as cavorting with existing members at the new members breakfast scheduled in May. Please check the HHSAs web site for social updates and news.

Communications

Keith Morgenstern, *Beyond the Sea*

There are a few updates on the website that I wanted to bring to your attention:

1. HHN Shoaling Info: I have reposted the information from the spring meeting regarding shoaling along the entrance at Herrington Harbour North. Whether you keep your boat at HHN, or are just getting launched there and moving back to HHS, make sure you print out the flyer and have it with you as you negotiate the channel. It could save you a visit from TowBoatUS!

2. There is a new section for member websites. Currently we have 4 listed (*Coyote*, *T-Bone*, *Beyond the Sea*, and *Tobasco*). If you have a website, send the address along to me and I will make sure it is listed along with the rest.

3. I have posted an item or two in the "NEWS" section of the website. If you have newsworthy items, please send them along. Pickup cruises, marina updates, updates on former members etc, just send them along to me at communications@hhsa.org.

April Fools

Rendezvous

Maris Eshleman *Sweet Liberty*

Thanks to global warming and spirited advocates the sailing season envelope is being pushed in both directions. The new members cruise is by HHSAs tradition the first cruise of the year and thus no cruise can sail before it.

Recognizing our tradition, the crew of *Sweet Liberty* invites all fools with boats on the water to rendezvous at Oxford on April 26 for a chance to enjoy fine spring sailing conditions and participate in an April Fools Rendezvous. *Sweet Liberty* will be getting a slip at Mears Marina and welcomes all to an on-the-water attitude adjustment hour beginning at 1700. Slips are available at Mears and Oxford Boatyard, and anchorage is available off the Strand or in areas of Town Creek. Please call for your own slip if you want to use one.

We plan to adjourn to one of our favorite restaurants, Latitude 38, and invite **others** to join us. The restaurant will provide

transportation to and from the marina for all wishing to attend. Latitude 38 is a very nice casual restaurant that offers a variety of moderately priced Eastern Shore delicacies and will offer a very friendly venue for our refreshment.

Please sign-up on the HHSA website by April 24th if you plan to come to dinner so we can reserve the appropriate number of seats and have transportation to the restaurant. Since this isn't a cruise, we won't have a captain's meeting on Saturday but can be reached on VHF 16 during the day for any questions. In the event of any changes because of weather or other events we will send out an email advice.

San Juan Islands Charter

Allen Wright, *Tzatsky Too*

Plans are well underway for a repeat of our 2004 charter to the San Juan Islands in Puget Sound. We have been in contact with Tom Boughner, who lives at Port Ludlow near Seattle and he is assisting us in planning a suitable itinerary. Careful planning is required to avoid bucking an adverse current in some of the passages between the islands and in crossing the Haro Strait on the way to Victoria, BC.

We had early expressions of interest from as many as twelve members and friends. Various time constraints have narrowed it down to eight participants. At this time nothing smaller than 40 footers were left available for the Friday August 22 to Friday August 29

charter with Anacortes Yacht Charters. One 34 foot boat has been chartered for that time frame, and one 32 foot boat has been chartered for the Saturday August 23 to Saturday August 30 time frame. There are still options available for 32 to 36 footers and larger for the Saturday to Saturday charter. We have a few members who would still be interested in joining the charter if suitable companions are available.

If you are interested in joining the charter or would like more information, please contact Past Commodore Allen J. Wright at ajwright97@verizon.net
Or call me at 301-989-8945.

Twilight Zone

Joe Howell, *Carolina Blue*

I was not able to make the spring organizational meeting due to my annual spring BVI cruise, which comes at my spring break from my teaching responsibilities at GW and always seems to conflict with the HHSA event.

This was my 15th BVI sail but one I will remember perhaps the longest.

Overall we had fresh breezes of 18-25 knots most days and seas at 15-20 feet the last couple of days, something I had never experienced down there; but as long as you stayed in the Sir Francis Drake Channel, you were ok. But that is not what I will remember. What I will remember is the all night passage from St Martin's to Virgin Gorda on Friday night, March 14.

The annual BVI cruise is sort of a guy's thing. A friend of mine started it in the early 90s, and this year there were four boats and four guys to a boat (except for the first time

one boat shamelessly broke the cardinal rule and had women aboard). We left St Martin's around 8 PM so as to arrive in the BVIs in daylight. The distance was about 85 miles; and fortunately for us, this was the only day with light winds, which meant we motored. I say "fortunately" because the wind was dead astern, and the thought of an unintentional jibe in the pitch black was not appealing. I was happy to motor.

The first part of the trip was uneventful. There was a half moon, which made the water glisten and sparkle, and not much boat traffic. The only thing that stood out was a remark by the guy who joined me on watch that he just saw the most amazing shooting star. At midnight I crashed when my watch was over. The four boats stayed pretty close motoring around 7 knots and seeing only an occasional light or two on the horizon.

Until around 2 AM.

Since I was asleep I missed it, but this is what happened. Out of nowhere with no warning whatsoever—no sound, no faint light getting bigger as it approached, no warning of any type-- suddenly appeared three very large lights only yards away from one of the boats. Here is the description from an eye witness:

I saw three lights...three white lights, each about 4-5 feet wide and perfectly round...two just above the water's surface and the third centered above and between them...a triangular formation. I was at the helm—or as much as at the helm you can get with GPS and autopilot engaged. There had been nothing off the starboard bow at all for a long time, then suddenly these lights appeared off my starboard bow at an angle of about 45 degrees from the bow and about a quarter of a mile ahead—just off the beam of Plcaro [another boat in the fleet]. After maintaining that position for about 15 minutes, the lights drifted back and were immediately off the starboard beam of Calypso Rose [third boat] and stayed in that position for another 15-20 minutes keeping pace with our

seven knot speed. I tried shining flashlights to illuminate it, but that was useless. The lights were totally silent, there was no engine noise, no sound of them even moving through the water...just an eerie silence. I talked to Dan Hassan and Chris Keysor on the marine radio and they were seeing the same thing exact thing. It was very unsettling.

After 20-30 minutes of staying on the starboard beam of Calypso Rose, the lights vanished as mysteriously as they appeared. The lights did not descend into the water so I ruled out a submarine...they did not zoom away into the sky so I ruled out a UFO as most reports indicate they keep their lights on.

The other three helmsmen on watch confirmed the details.

My watch started at 4 AM and lasted until around 8. There were several reports over the VHS of a lost fishing boat. These reports went on the rest of the morning every 15-20 minutes.

When I started my watch, the moon had set and the night was pitch black. You could easily see the Milky Way dusting the countless stars. As with many night crossings, you begin to wonder around 5 AM if the sun will ever rise; and then when all of a sudden in the east there is a faint hint of light and gradually the world becomes visible again, you breathe a sigh of relief. Just as the sun peeped over the horizon and colored the sky and sea orange, a voice came in on the VHS from one of the other boats, "Guys, we've got dolphins." Within seconds we were surrounded by dolphins on both sides of the boat jumping some 5-6 feet out of the water, as high as the life lines, and so close you could touch them. I did not count them all, but there had to have been at least a dozen, maybe as many as 20. This went on for a couple of minutes, and then they were gone just like the lights, quickly and without warning.

Then we saw Round Rock rising from the mist, and before long were headed up the Sir Francis Drake passage to Spanish Town.

There has been much debate and discussion regarding the mysterious lights. Someone suggested St Elmo's fire, a strange kind of natural phenomenon sometimes seen at sea. Someone else suggested we were being scouted by a police boat for a drug raid, but the bottom line is no one has a clue. And as far as we know the missing fishing boat was never found.

Safety While Racing

Keith Mayes, *Jubilee*

As you know (or should) we are all required to have safety equipment on board while sailing. The most obvious ones are PFD's (Personal Floatation Devices) for everyone on board. There are, however, other items that you should have on board while racing, especially if you intend to race at night, and for CBYRA sanctioned races.

For complete details of the safety requirements relative to racing under PHRF of the Chesapeake see <http://www.phrfchesbay.com/specregs.pdf>, as well as any one design rules that might apply to certain fleets.

The list of items below is not exhaustive, but it contains both those things that most of us carry anyway, as well as a couple that you might not have thought about ... until now.

- Some method of securing the companionway washboards (hatch boards) such that they will stay with the boat under all conditions (some type of lanyard is often used)
- If your boat's mast is stepped on the keel (as opposed to the deck), the base of the mast should be securely fastened to the step or an adjoining structure (have you checked to make sure yours is??)
- Soft wooden plugs stowed near every through hole that is below the water line to keep the water on the outside if the hose or valve fails
- At least two fire extinguishers (still current ...)
- At least one anchor with rode, suitable for the boat (that's right, you must have an anchor on board when racing)
- Water tight flashlight with spare battery(s) and bulb(s)
- A First Aid Kit, and an instruction manual, such as "First Aid at Sea" by Douglas Justins and Colin Berry
- A fog horn of some sort
- A simple radar reflector if you are sailing at night or in poor visibility
- Charts ... not solely electronic ... yep, must have paper versions even if you have GPS and/or computer generated charts
- Tools and spares ... and hopefully someone on board who knows how to use them
- Boat's name is supposed to be on floatation devices such as PFD's, cushions, life buoys, etc. (Who knew??)
- A heaving line – a sock type is recommended – with 50 to 75 feet of line, readily available in the cockpit (practice throwing it ashore ... you will be surprised how difficult it is to achieve distance and accuracy, especially on a moving platform)
- Sharp knife readily accessible in the cockpit, sheathed and secured

Wow! Does anyone have all this stuff? Better start collecting now. Hopefully West Marine will have a sale?

Here are a couple of other things to keep in mind:

- 1) Practice a Man Overboard Drill at least once a year! If you have different crew throughout the year, do it several times a year so that everyone gets a chance to practice.
- 2) Make sure everyone on board knows where all the basic safety equipment is stored on board. You should have a card (laminated) with a list of all equipment and its location, readily available and accessible.

Rules Stuff –

Everyone knows that port gives way to starboard, right? When you get 20 boats on the course you get lots of practice executing that one – Racing Rules of Sailing (RRS) Rule 10.

What about when two boats are on the same tack beating towards the weather mark. What rules apply then? Well, a couple actually. The basic rule is that when two boats are overlapped the windward (upwind) boat has to stay clear of the boat to leeward. The leeward boat has right of way – RRS 11.

But what happens when a boat approaches another boat from astern and gains an overlap to leeward? We see this when a larger boat is catching a smaller boat. RRS 11 come into play of course, but so too does RRS 17. RRS 17.1 says that if a boat clear astern becomes overlapped within two of her hull lengths to leeward of a boat on the same tack, she shall not sail above her *proper course* while

they remain overlapped within that distance, unless in doing so she promptly sails astern of the other boat.

Have you seen this before? Someone calls out “Sail proper course!” and someone else responds “Leeward boat”. Who is right?

The question is, “What is proper course?” The RRS defines proper course as the course a boat would sail to finish as soon as possible in the absence of other boats.

If the boat astern attempts to take the other boat up and sails a course such that her headsail starts to backwind, you could, I believe, make the case that she has sailed above proper course. By back winding her sail she will have slowed the boat, and it would be unlikely that she would do that if no other boat were around.

In other instances proper course for one is different for another – and hence the ambiguity that often arises in trying to determine proper course.

I recommend that everyone, skippers and crew, read the RRS every year, and review regularly throughout the year. The better you know the rules, the better sailor you will become and the more fun you will have.

If you have a question about the rules that you would like to discuss, shoot me an email or call me. I'd be happy to discuss and publish in the Newsletter if appropriate. keith.mayes@gtsi.com 301-503-4634.