

CALENDAR AT A GLANCE

Wednesdays	Race nights	HB	7:00 PM
May 30-June 15	Southern Bay Cruise	HHS	9:00 AM
June 14	Beech Boys Cruise	HHS	9:00 AM
June 21	Caribbean Festival Cruise	HHS	9:00 AM
June 28	Summer Invitational Regatta		11:00 AM

From the Helm

Ted Slotwinski, *Zalek*

The 2008 season is well underway. By the time you read this the first Wednesday racing series will almost be finished. The spinnaker class split has been well received and is resulting in close competition in both classes. Bill and Jodi Weinbecker onboard *Pachanga* have been the boat to beat in the non-spinnaker class. Several HHSA racers have also been active in Annapolis area races. *Jubilee* will represent HHSA in the SMSA women's regatta the last weekend in May.

The cruisers have been busy as well. Seven boats participated in the New Members' Cruise to Aberdeen Creek. A Memorial Day 3-day cruise went to San Domingo Creek and Saint Michaels. There were several boats at the New Members' Breakfast planning with Ardell Hoveskeland a two-week, leisurely Southern Bay Cruise commencing May 30.

The New Members' Breakfast was a great success. Good weather, though a bit

windy, great and plentiful food, and a great turnout including eight of our thirteen new members. Welcome aboard to all of our new members!

We are off to a great start. Lets keep up the energy and enthusiasm. Keep recruiting! See you on the water.

Membership Corner

Carl Schaefer, *Cadence II*

I'd like to extend a warm welcome to a number of new members that joined the ranks of HHSA this past month:

Bonnie Bray and John Keiffer

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Upper Marlboro, MD  
 HHS, J-3  
 Pearson 365, *We Quit*

Jim Keough  
 Rockville, MD  
 HHS, M-24  
 Hans Christian 48, *Mademoiselle*

William and Debbie Schell  
 Derwood, MD  
 HHS, E-32  
 Beneteau 432, *Adventure*

Dennis and Misha Smith  
 Ellicott City, MD  
 HHN, E-13  
 Catalina 42, *LoonASea*

I'd like to remind the membership that if you have not yet renewed your 2008 membership that on May 1, 2008 your status was changed from "Active" to "Expired" on Club Express. I encourage those that have been slow to renew to remember the substantial benefits that the club provides its members, including some of the best racing on the Northern Bay, an incredibly active cruising membership, frequent social functions, racing and cruising seminars, and discounts on BoatUS membership. Please renew on-line or send me a check for \$65 to renew your membership or a check for \$95 to renew both your membership and racing dues.

# Cruise News

Tom McGarry, *Ventreil Magh*

The 2008 cruises are rolling along. The Memorial Day Cruise led by Ardell Hoveskeland is reported on below. There are nine sponsored cruises left! Ardell and Linda Hoveskeland's extended Southern Bay Cruise starts this weekend. A list of the upcoming committed cruises is set forth below, all of which are also on the club's

Date	Leader	Comments
5/30 to 6/15	Ardell and Linda Hoveskeland	Extended 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 web site
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

calendar on line.

For those of you contemplating signing up to lead a cruise, please note that the Labor Day weekend is open. I suspect there will be a non-host pickup cruise every weekend without life-threatening weather on which a sponsored cruise is not planned. Don't forget to check at the bulletin board at HHS to see what is happening. Also check you email box, as this medium has become at least as popular for notification of pickup cruises as the bulletin board, and if you want to see who is interested, don't be shy about soliciting for the cruise via the web site messaging facility. The Cruising page on the HHS web site, <https://hhsa.clubexpress.com>, will provide instructions on how to send a cruising email.

Again, please feel free to communicate with me directly on any cruising matters, themes, concepts or formats. Or just cast off and sponsor one. I still want to know if anyone is interest in a more arduous cruise theme, say to Chesapeake Light, a picture of which was included in the last newsletter. Below is a picture of Fort McHenry, which I grabbed on a sail to Baltimore on the first weekend in April. A few other pictures from the water are provided below for inspiration.

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## Racing

Bruce Artman, *T Bone*

The final pieces of this year's Integrity Yacht Sales Summer Invitational are falling into place. Vicki Rasmussen is once again sponsoring this CBYRA sanctioned regatta. Keith Mayes (*Jubilee*) is

chairing the regatta; and as long as we have decent weather, this should be another fantastic evening. Several boasts from other clubs have already committed to joining. Please note that this regatta is not a part of the regular racing registration. **Even HHS members need to register in order to participate.** Online registration is available on the website. There will be a post-regatta party and award ceremony on the west side of Herrington Harbour South. The cost is \$10 per person and will include BBQ, & cole slaw. The bottomless beer cup will be \$5 and single serving cups will be just \$1. A good time is ensured, and the party is open to everyone in the club so mark it on your calendar. Early registration for the party is also available online and will help us better plan for the event.

The fourth race in our Wednesday Night Series was abandoned due to inclement weather. The ferocity of the wind line that hit the starting area in the final minutes of the spinnaker starting sequence caught most of us by surprise. Sam Baker and the crew of *Serefe* did an outstanding job as RC managing the mayhem that ensued and reported seeing the wind speed touch over 40 knots. As a club we were quite lucky that no one got hurt.

On the subject of safety, don't forget that as a part of maintaining your PHRF certificate, every vessel must execute a MOB (man-over-board) recovery drill every year. This is a new obligation in 2008 and can be found in the fine print of the PHRF safety requirements. Performing the drill every year is not only good practice, but helps everyone remember just how important it is to stay on the boat in the first place!

This past Memorial Day weekend five of our racing fleet participated in the

Miles River Yacht Club's Annapolis to St Michaels Race. Over 135 boats from the area participated, and everyone enjoyed a fabulous day on the water. Best finish by our members goes to Stephanie Reuer's *Dakota Girl* for finishing 2<sup>nd</sup> in an eight boat fleet. The rest of the finishes were *Glissade* (6 of 14), *Jubilee* (7 of 16), *Coyote* (8 of 14), *T-Bone* (6 of 8). The winner of the post-race party at the Crab Claw was absolutely too close to call.

This year, Alan Drew of North Sails is sponsoring a new traveling trophy to recognize the winner of the most competitive fleet as Wednesday Night's Boat of the Year. I want to once again thank Alan for his continued support and involvement.

new members, especially those in attendance. While the Gazebo was available for an hour, we stayed well beyond the hour making the launch of the New Members Cruise slightly later than scheduled. Not to worry, all caught up for a splendid cocktail party and continued the socializing.



Welcome, again to all the new members. We look forward to future social events.

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## Social Corner

Nina McGarry, *Ventreil Magh*

The New Members Breakfast was held May 17 at the Herrington Harbour North, Gazebo. It was a windy, chilly day, but the weather failed to dampen the spirits of dozens of Herrington Harbour Sailing Association members from welcoming new members to the association.

Nine new members enjoyed the delectable treats provided. Dishes ranged from fruit, to hot fresh toast, to omelets, to -- the variety was extensive and delicious. If you limited yourself to sampling some of everything you didn't have to eat for the remainder of the day.

Commodore Ted Slotwinski welcomed everyone and acknowledged all

Our next social event is July 26, the Summer BBQ, at S-Dock, Herrington Harbour South. More on this event can be found on the HHSA web page and in upcoming emails.

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## Communications

Keith Morgenstern, *Beyond the Sea*

I am happy to report that we had more visits to our website in the month of May than in April. I expect this trend to continue through the summer as more and more racing, cruising, and other club events occur.



Also I am happy to see that I have had some response to my survey looking for members to opt-out of the paper membership directory. The Vice Commodore and I will soon be putting the directory together, and once that is completed, you can expect the full directory, and a "short-n-sweet boat directory" available online in .PDF and EXCEL formats.

Please keep the info coming on cruises and races, and I will do my best to put it online in a timely manner. (Please keep in mind that I am not retired yet though!)

Sail Safe out there! And have fun!

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## June Regatta

Keith Mayes *Jubilee*

For the 3<sup>rd</sup> year Integrity Yacht Sales is sponsoring our annual summer regatta. The event will be held on Saturday June 28<sup>th</sup>, and the usual great after-race party will be held under the tent on the west side of Herrington Harbour South.

We are hoping for more than 40 participants this year. A new PHRF Cruising Class has been created on the Chesapeake Bay and we will be one of the first clubs to host that class. The class is intended to cater to older boats that were designed for cruising and which maintain cruising attributes such as Dacron sails, sleeping accommodations for all crew, and standard galley and head facilities. For details on the rules for the PHRF Cruising Class go to CBYRA's website [www.cbyra.org](http://www.cbyra.org).

HNSA is grateful for the support we receive from Vicki Rasmussen at Integrity Yachts, which is located in the yard at Herrington Harbour North. Please keep Vicki in mind when you are looking to buy or sell, and recommend her to a friend. We are looking forward to another great regatta, but need lots of boats on the line to make it a success.

Get your entries in early! You can enter online at [www.hnsa.org](http://www.hnsa.org), [www.cbyra.org](http://www.cbyra.org), or send via snail mail. The Notice of Race is posted on the website and has details.

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## Rules Corner

Keith Mayes *Jubilee*

Last month I talked a little about "hunting" before and after the start (Rule 16.2) and "luffing" before and after the start. This month I want to explore Rule 18, which is one of the most complex rules and certainly occupies more space in the RRS than any other (I think).

In the middle of April I received this email from Keith Morgenstern (*Beyond the Sea*):

I am in a holding pattern at work so I thought I would study up on the rules.

18.1a states:

(a) **OVERLAPPED – BASIC RULE**

When boats are *overlapped* the outside boat shall give the inside boat *room* to round or pass the *mark* or *obstruction*, and if the inside boat has right of way the outside boat shall also *keep clear*.

Other parts of rule 18 contain exceptions to this rule.

Can you help me understand how the "right of way" part plays in this?

Can you give an example where the inside boat is allowed "room", but does not have "right of way"?

Can you give an example where the inside boat is allowed "room" and additionally has "right of way"?"

Good questions! I refer you again to the Definitions section in the back of the Racing Rules of Sailing (RRS). *Room* is the space a boat needs in the existing conditions while maneuvering in a seamanlike way. One boat *keeps clear* of another boat if the other can sail her course without making contact (e.g. when overlapped, the leeward boat can change course in both directions without hitting the windward boat). Note that if a leeward boat turns away from a windward boat and in doing so the stern of the leeward boat strikes the windward boat, then the windward boat has failed to *keep clear*. Also note that "right of way" is not italicized and is therefore not defined in the RRS.

As I see it, in the context of Rule 18, one answer to Keith's first question is this - when two overlapped boats are rounding a weather mark the leeward inside boat has

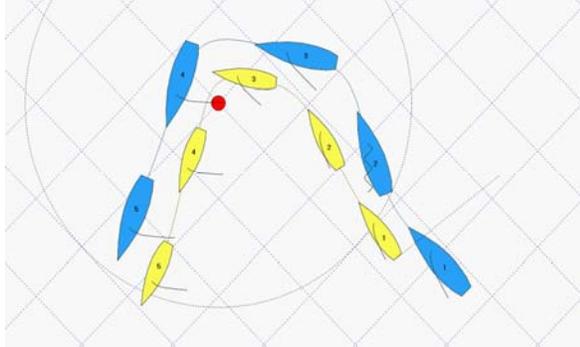
right of way and may round the mark as she pleases. She gets room because she is the inside boat and she has right of way because she is leeward.

However, when two boats are overlapped as they enter the two boat length circle approaching the leeward mark, the outside boat must give the inside boat *room* to round the mark. The inside boat is required to round the mark in a seamanlike manner, and furthermore, if in order to get around the mark the inside boat must gybe in order to sail *proper course* then she must gybe as soon as possible. If she does not, then the skipper of a trapped outside boat is entitled to get very cross and may decide to protest.

Another situation where (question 3) a boat is allowed *room* and has right of way would be in the case where two boats approach the weather mark and one tacks inside the two boat length circle. The boat that tacks cannot prevent the other from passing the mark or force her to go above close hauled to avoid a collision, and furthermore if the other boat gets an inside overlap, even if there was no overlap at the two boat length circle, then Rule 15 does not apply and she shall be given *room* to round the mark. This is an interesting scenario because Rule 15 says that when a boat acquires right of way she shall initially give the other boat *room to keep clear*.

The implications are that if you tack at the weather mark inside the two boat length circle, then you better make sure there are no other boats around. My recommendation is to sail past the lay line if other boats are approaching the mark and give anyone close plenty of room to maneuver around the mark.

There is much more to Rule 18 – I suggest reading it thoroughly and often in order to understand your rights and obligations at marks and obstructions.



Interesting to think about..... the leeward boat may pinch up to round the mark because that is its proper course.

On a completely different topic, check out Rule 50.2 Spinnaker Poles; Whisker Poles which says that only one pole (whisker or spinnaker) can be used at a time except when gybing, and when in use it shall be attached to the mast. Mmmm, does this mean you cannot take a boat hook and hold out the clew of the genoa or jib? I am curious about your view on this, and whether anyone is reading these articles. Please drop me a line and let me know your opinion on Rule 50.2.  
[keith.mayes@gtsi.com](mailto:keith.mayes@gtsi.com)

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## Father's Day

### Cruise

Allen Wright, *Tzatsky Too*

My daughter, Bev, and I will again be leading the Father's Day Cruise June 14-

15, 2008. This year we are planning to go to St. Michaels for the Antique Boat and Auto Show at the Chesapeake Bay Maritime Museum.

We will plan to have the cocktail party ashore on the grounds of the Maritime Museum near the slips on the north side of the museum.

We will be sailing from Selby Bay Yacht Club (South River) on Bev's Bavaria, *Irresistible*, and plan on getting a slip at the museum. Stefan and Andrea have often anchored *Diva* near the north side of the museum. If you anchor out, you may dinghy in and tie up behind *Irresistible* or use the water taxi.

Because we will be sailing from the South River, we will not have a captain's meeting, but will monitor Channel 68. Call me at 301-989-8945 or email me at [Ajwright97@verizon.net](mailto:Ajwright97@verizon.net) to let me know if you will be joining the cruise. We will look forward to seeing you there to honor the fathers and enjoy the show.

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## New Member

### Cruise

Ted Slotwinski, *Zalek*

This year I decided to go some place other than the Rhode River. I picked Aberdeen Creek off the north shore of the South River pretty much by sighting a chart and looking for a place relatively easy to get to, but not frequently used by HHSA. I wasn't sure what to expect, having done so

little Bay cruising myself. It turned out to be a pleasant anchorage surrounded with homes I will never be able to afford.

Saturday was a perfect sail up the Bay-- sunny, clear, W/SW breeze in the low-mid teens. A beautiful one gybe spinnaker reach from Herring Bay into the South River, three hours from dock to anchor splash. Seven boats joined the cruise, including one new member, William Terry, Donna Bowman, and John Keiffer on their Pearson 365 ketch, *We Quit*. Also participating were *Tzatsky Too*, *Sweet Liberty*, *Diva II*, *Solace*, and *Ventreil Magh*, which Tom McGarry sailed solo.

A few brave souls took a brief swim, self included-- not as cold as I would have thought once you made the initial plunge. Everyone gathered on , (transom scoop awash) for cocktails and appetizers. Thanks, Stefan Leader, for providing dinghy ferry services. We welcomed aboard some power boat friends of Trish and Al, who rafted alongside and fit right in.

There were several hours of brisk winds in the late evening, but little chop, and after midnight the wind diminished giving everyone a pleasant sleep. Nor was there any boat traffic in the morning as we rose to clear skies and near calm water. That wasn't to last for long as the forecast was for a stiff southerly breeze and occasional rain, a chance for *Zalek* to see in how much wind we could carry the full main and new 155% genoa. This was done handily at 17-18 knots. We reefed one third of the genoa as the wind got to the low 20s. A single starboard tack to Bloody Point and a single port tack back to Herrington Harbour made for a brisk, exciting sail back.

A special thanks to Bill and Jodi Weinbecker, who sailed with me on *Zalek*. Their presence made my work as skipper and cruise leader effortless and fun.

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## Memorial Day Cruise

Lucinda and Ardell Hoveskeland,  
*Valhalla*

The Memorial Day Cruise was a great success – the weather gods cooperated with sunny, warm days and good sailing breezes. (Well – they still showed who was boss by bringing the front with “small craft advisory” through Sunday night instead of Monday afternoon. This caused a couple of HNSA rafts – including us - to perform “anchoring drills” in the middle of the night. No harm, no problems, just a part of cruising).

Early Saturday departures were treated to a nice beam reach – but boat speed slowly dropped from 6 knots, to 5 knots, to 3 knots and finally under 2 knots, the engine started in mid-bay. Once in the Choptank, wind picked up from the north – leading to some great sailing in the river.

By Saturday afternoon, 14 HNSA boats had arrived near the head of San Domingo Creek and either joined a raft or anchored. Thirty-some HNSA Cruisers gathered at Valhalla for some great conversation and socializing while partaking of Mimosas and hors d'oeuvres. Attending were *Atlantis*, *Cantata*, *Cecil*, *Diva II*, *Impetuous*, *Living on the Edge*; *Loon A Sea*,

*Phoebe II, Scarlett, Sierra, Spook, Sweet Liberty, Tortola Sunset, and Valhalla.*

Sunday, a few boats headed out to other anchorages on the Choptank & Wye River, while others spent the day exploring the shops of St Michaels, the gardens at the Inn at Perry Cabin, the Maritime Museum, and of course – a late lunch / early dinner ashore.

Monday morning, one of the boats which departed at dawn reported pretty rough conditions on the Choptank – wind SW @ 20-25 knots and 3-5' waves. Conditions had calmed down by the time we left (~ 9am) and we experienced a great sail close hauled down the Choptank to Blackwalnut Point with SSW winds 12-20 knots – and then a relaxing beam reach all the way back to Herrington Harbour.

A great time was had by all and it was yet another reminder to us that after 25 years in the association, HHSA club members are some of the nicest, most interesting people on the Bay.

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## *From the Editor*

Joe Howell, *Carolina Blue*

*Kaboom!*

"What was that?" someone on the foredeck remarked.

"The cannon" I exclaimed.

"What does *that* mean?"

"It means we won the race!"

"No kidding..."

And so it was on a Wednesday evening which will become the historic evening of May 28, 2008: *Carolina Blue* got the cannon for coming in first in the Wednesday Night Spinnaker B Class, Series I, Race 5. In my twenty-second year of racing at HHSA, this is the first time we ever got the gun in a spinnaker class race.

To put this in perspective, I have averaged more than 15 Wednesday night races each year since I joined the club in 1987. That amounts to well over 300 races, probably closer to 350, when you count weekend races and regattas. There are only four of us old guys from those early days who still race—Kent Kunze, Rich Ordeman, Allen Wright and me. In fact there are only a handful of members who are still around from those days.

I can painfully recall coming in DFL on more than one occasion. I can recall being lapped in one race (not in the J 30 but in *Amazing Grace*, the Alberg 30 I raced for 18 years). I can remember coming in so late at times that the committee boat had gone home. I can remember not being able to find the mark in pre GPS days. And I cannot count the number of races where we were so far back we could not even *hear* the cannon.

I have suffered.

"So why do you do it," a friend asked once. "Why do you go out there week after week and get your brains kicked...?"

You do it because you love it and because you know in your heart of hearts that one day—if you are lucky and live long enough—one day you will hear that kaboom-- if you keep at it, keep struggling, keep the faith. That moment came at approximately 8:30 on May 28, 2008. Do not give up, fellow racers. It is worth the wait.

