



CALENDAR AT A GLANCE

September 2008

Labor Day Weekend.....	Labor Day Cruise.....	see website
Wednesday September 3.....	Wednesday race night free-for-all.....	see website
September 13-14.....	Redneck Cruise.....	HHS
Sept 21.....	Poplar Island Race.....	HB



From the Helm

Ted Slotwinski, *Zalek*

What great weather so far for August in Washington! Great for all outdoor activities. Not so good for my yard. Several gorgeous Wednesday evening races with unfortunately zero impact on ZALEK's mediocre results. But we're having fun! It sure is getting dark earlier, and the final Wednesday race will be in the bank by the time you read this.

Attendance at the HHSA Adopt A Cruiser Race and the Summer BBQ was a bit thin. Since the weather was great, I assume either the board didn't promote these events well enough or there simply was not much interest. I would appreciate feedback from the members on these events or any other HHSA matters of interest to you.

I was intrigued by a comment I heard relative to the BBQ that "there weren't many folks under 50 there", which was true. That seems to describe most HHSA activities. So I offer a challenge to our "under 50" members. There is much great sailing coming in September and October. I would like someone "under 50" to organize an "under 50" anti-geezers cruise. Designed by our younger members for our younger members and their families....your music, your activities, your stories, etc. No one "over 50" admitted unless they swim a lap naked around the raft! Plot your coup of the geezers! Be careful, numbers are heavily in our favor, but we are easily bribed by alcohol. A successful cruise and exuberant newsletter article will do more to show people that HHSA is not just for old folks than any posturing by me. Who is up to the challenge?

As always, keep recruiting, see you on the water.

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Cruise News

Tom McGarry, *Ventreil Magh*

The report on the Trivia Cruise is elsewhere in this newsletter. By all accounts, it was a huge success. A great destination, full moon and intellectual challenge. As I write, the annual cruise-race (or race-cruise, depending on your persuasion) looms, made more intriguing by the as yet uncertainty of the final course and destination.

Counting this coming weekend, here are five sponsored cruises left, a list of which is set forth below. New from the August list is the Maris-organized no sponsor Labor Day cruises. Flexible planning is the concept this year. It is not too soon to be planning your costumes for upcoming cruises: the entertaining red neck cruise on September 13-14, the unseemly raucous pirates cruise on October 4-5 and the way overdone Halloween cruise on October 25-26. Lots of opportunities for festivities, for sure, but at bottom great sails and great anchorages to enjoy.

The list is:

Date	Leader	Comments
8/23	Rich Griner on <i>Coyote</i>	Short handed. see instructions on web site
8/29-9/1	None	Come and forget your labors. and join your shipmates for no-host cruises Labor Day weekend. Saturday Night - Plaindealing Creek off Oxford; Sunday Night - Baby Owl Cove off Broad Creek. Come either or both nights

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

Remember to check your email box and the bulletin board at HHS at 9:00 on Saturday for pick up cruises on weekends on which there is not a sponsored cruise. To send a notice or invitation for you own cruise, pick-up or otherwise, using the web site messaging facility. At the web site (<https://hhsa.clubexpress.com>), select the "Forums" section from the list on the left and then select the "Cruise Announcements" sub section on the lower part of the screen (scroll down to see it) and start a new thread.

Social Corner

Nina McGarry, *Ventreil Magh*

The Summer BBQ was held with one-third membership in attendance. The balmy temperatures and summer breeze kept the warm air comfortable. Ted Slotwinski, Commodore, cooked up chicken on the grill adding to the bounty of food that included pulled pork barbeque, potato salad and cole slaw. Cupcakes and a variety of cookies filled the menu. Assorted beverages were available.

Nice to see at HHSA event are the children. Three children attended – all boys. John Harris brought his two grandsons and the Morgenstern's son enjoyed climbing trees and eating cupcakes. The 50/50 draw collected \$86.00 for the CRAB foundation.

Polo shirts with the HHSA logo were offered for the first time at this event. Dozens of shirts were picked up by the savvy shoppers. We have more shirts that will be available at upcoming events.

The next event is the Chili Cookoff at the Fall Membership meeting. Check the HHSA website for additional information.

Communications

Keith Morgenstern, *Beyond the Sea*

September is a beautiful month to sail. Decent winds, cooler temperatures, and the Boat Show is around the corner. Gotta love that!

To the surprise of no-one, website visits start to tail off in the fall as the racers do less and less traffic on Thursday mornings looking for Wednesday Night's results. Kudos to Hank Chalkley for adapting to our new "system" of results distribution.

As the fall and winter sets in, I am expecting that we will see a bump in the traffic on the forums, as we are confined inside in the winter, and need that connection to something sailing related. Frankly, its a great way to stay in touch with your HHSA friends.

See you on the water!

Planning Ahead

Keith Morgenstern, *Beyond the Sea*

Brilliance or stupidity?

The answer is...both.

So, imagine for just a moment that you are a racer, and your assigned race committee week is upon you. You trudge over to the shed, gather the RC gear, get food and drinks for your volunteer crew, walk the dog one last time.

Gee, am I forgetting anything? Guess not. That's where we were the evening of August 6th.

So you can imagine my surprise when we arrive on station to set up for the race, only to have the engine go "put put.....put.....put..." and then silence, slowing down and dying in that agonizing way that diesels do.

Right, must have forgotten to check the fuel tanks. So, call a friend back on the docks..."Sorry dude, I don't carry jerry jugs, they might slow me down". Drat.

Well, we tried to run a race anyway. Pick a course....a *long* course...for *everybody*. Because the RC is going to be racing the fleet from the start line to the finish line to set up a line.

Then by some miracle we find a mysteriously stashed 1/2 gallon of beautiful, glorious, slightly dirty diesel fuel. Dirty is better than none at all, so in it goes. Crank, crank, crank, nothing. Well duh, we need to bleed the system that is now full of air!

So I crawl into the belly of the beast. And my crew, quite brilliantly picks up the pin-end of the starting line on the first pass and sails around the back of the fleet, and puts down an anchor with a reasonably square line, all under sail.

By the way, diesel is some foul tasting stuff, and I don't recommend you try it. Beer helps wash down the taste, though.

Don't worry there is a happy ending to this story. We made it to the finish before the first racers did, and we even got everybody back to the finish before the time limit. And that mysteriously appearing 1/2 gallon did make its way to the engine. But we avoided having to use it at all costs. We traveled all the way up Long Bar and nearly up the channel under sail alone. Prudence dictated that we run the engine for the docking, but only at idle, no higher.

Yes, I got fuel the next trip out. And the trip after that, just to be sure.

So, brilliant crew work, stupid skipper work. Both.

PS, Racers: check your fuel before you do RC duty. Maybe it should be in the Committee Boat Manual Checklist... "Get fuel, dummy!"

Racing

Bruce Artman, *T Bone*

The days are getting shorter and the Wednesday Night Series are drawing to a close. It is a very sad time of year for many of us but there is no need to despair too deeply—the fall and winter offer some of the best weekend racing on the bay! Annapolis Race Week, Fall Oxford, HHSA's Poplar Island and Fall Regatta and (dare I say it?) Frostbite season are right around the corner. I know many club members are already starting to plan vacations, football games and the all-important winter haul-out. Keep in mind the tremendous fun that can be had on those early winter days racing on our bay. It is a great chance for non-racers to

come out and try their hand at some extremely fun racing—not plan on putting your boat to bed too early this year!

One item that must be mentioned is our unfortunate abandonment of Series 2 Race 6.

There was quite a bit of rumbling about that race so I wanted to publish exactly what happened and how the process worked. The good news is that the Racing Rules of Sailing (RRS) give a very specific process for determining how to arbitrate these conflicts and it worked very well for our situation.

The weather conditions for the race were very light—not enough wind to move anyone's wind instruments reliably and the Race Committee (RC) correctly postponed the race in the hope that the wind would fill-in. As time passed and the wind continued to remain calm, the RC announced on the radio that they intended to start the fleet and then abandon the races. This strategy has been done in the past to give the boats that struggled out to the line a few more points in the season high-point standings than those that weren't on the water. In and of itself, this strategy is not altogether inappropriate but it did cause a significant number of problems as the night progressed.

Sure enough, after the radio announcement and after the classes were started the wind began to *slightly* fill-in. Boats that had raised their sails before the gun began to move down the course. Many boats saw this and began turn off their engines and raise their own sails and start moving down the course. The RC sees this activity and tries to rescue the evening by getting a race in; a completely understandable motivation at the time but one that overlooks the primary goal of an RC—get in as many *fair* races as possible.

Because the race was not being taken seriously in its beginning stages many boats confessed to having their engines in gear after the prep signal. For the same reason, the RC was not too concerned about properly calling boats over-early with timely visual and audible signals. For these reasons a Protest Committee (PC) determined that the race was unfair to the competitors and that they could not resolve the

unfairness in any way other than abandoning the race. We followed the official RRS Part 5 process so that fairness could be ensured which involved my formal request for redress, the appointment of an unbiased PC, the hearing to discover the facts and a final ruling by the PC. While it probably could have been done more simply by just having the Competition Committee having an email thread for a day or two, that would not be in the Corinthian spirit of our sport that is based upon open self regulation and self-policing. What lessons can be learned from this incident?

- 1) The RRS system works and can provide a fair process for resolving disputes.
- 2) The RC must be consistent with radio communications, once an intent is announced it is very difficult, even impossible, to change alter that intent.
- 3) Racers and RCs must take every race seriously even when the current conditions are laughable.
- 4) The wording around scoring high points for racers that show up to races that are abandoned before the start will be investigated and possibly revised for next year.

Many thanks to everyone involved in the process and to the many people that provided me unsolicited input immediately after the race. I truly believe that the club is stronger now because of going through the exercise.

[Editor's note: whoever the unnamed race committee was on this fateful day, the skipper should be prohibited for life from ever doing race committee work again. While it is true that this nuclear option may be considered too harsh by some—since most of us cherish committee boat work as the highlight of our racing experience—in this case I see no alternative.—Joe Howell, *Carolina Blue*]

Trivia Cruise

Rich and Marie Ordeman *Spook*

Trivia Cruise participants had pleasant sailing conditions in the Choptank and Tred Avon Rivers both to and from the destination of Peachblossom Creek. This quiet anchorage has a shoreline lined with beautiful mansions. A full moon graced the skies for a restful evening.

After cocktails and hors d' oeuvres, it was time for the moment of truth -- checking the trivia quiz answers. Competition was formidable with first place awarded to *Sweet Liberty* followed closely by *Skylark* and *Glissade*. Also joining in the fun were *Silver Lining* with granddaughter Lauren aboard, *Valhalla*, and new members Lynn and Rich Clough aboard *Sea Luff* on their first cruise with HHSA.

Many thanks to all who participated.

Screwpile

Carl Schaffer, *Cadence II*

We finished 7th out of 13 boats in the PHRF-N division at Screwpile. This isn't bad considering that our core crew had never sailed together before and that *Cadence II* generally isn't a light air boat. On Sunday, we finished 8th, 5th, and 4th, but the 4th was changed to a 9.5 after I was assessed a 40% penalty by the RC for barging at the start. I think we could have scored 2nd or 3rd in that race if we had not fouled the other boat and had to restart and do two 360 penalty turns. (The RC determined that we had waited to do our penalty turns too

long after the incident, hence the 40% penalty). The first race was sailed in relatively light air, but the breeze continued to build to 15 – 18 knots for the second and third race – perfect conditions for *Cadence II*. In the last two races, we also discovered that the right side of the course was heavily favored (less favorable current but relatively flat seas compared to the left side of the course), and this dramatically improved our position on the fleet. Also, our two trimmers, Trevor and James, really had the crew choreography down, and we were nailing our tacks.

On the second day, Monday, we scored 5th and 10th. In the first race, we had great breeze and we discovered that diving toward shore out of the current was the correct thing to do. But in the second race, we misplayed the wind shift and were completely out of phase with the wind and the fleet – we ended up going left when we should have gone right and went right when we should have gone left. Hence, the poor finish.

On the third day, Tuesday, racing was abandoned after a postponement on the race course because of an approaching storm. The RC sent all 141 boats back to dock after announcing that the approaching storm had wind, lightning, and hail. The storm materialized about 15 minutes after we tied up at the dock, but it wasn't as intense as originally predicted – we had wind, strong rain, and lightning but no hail. The clouds were some of the most menacing I've ever seen though. Pretty amazing actually.

I am convinced that had we entered in the spin class in PHRF D that we might have done a bit better. The reason is that the PHRF-N class in which we sailed had a huge spread in PHRF ratings, ranging from 72 up to 213. There really is no way that the lower rated boats, like *Cadence II*, can compete with the faster boats. On the other hand, in PHRF C/D, the splits ran from 159 to 213, a little more compressed than the PHRF-N splits. Sailing spin class is a little more challenging as most of you know and it

would not have been possible this year because I don't own a symmetrical chute.

From the Editor

Joe Howell, *Carolina Blue*

After four plus years of editing the newsletter, I have decided to call it quits. It is time for some new blood and energy...

Note the help wanted ad below. I encourage you to consider the opportunity.

Actually, though tedious, putting together the monthly newsletter is not so bad and at times even fun. Give me a call or email to find out what is involved at 202-248-2175.

Position Available

Major sailing club located at Herrington Harbour is seeking newsletter editor for its award winning publication. Job to start January 2009. Salary and benefits negotiable. No experience necessary. Ability to read and write preferred but not essential. Inquiry within or see Ted Slotwinski or Joe Howell.



Screwpile 2008