

October 2007

Oct 6th **Fall Regatta**

Oct 19th **Pax River Marathon Race**

Nov 3rd **Fall Membership Meeting**

Oct 28th **Autom Classic Race**

Oct 20– 21st **Autumn Cruise**

Nov 4th **1st Frostbite Race!**

Check website for details!

From the Helm

Stefan Leader, *Divia II*

September 23, 2007, aboard S/V *Divia II*
Crab Alley Bay, Kent Island
38° 56.6' N, 076° 17.6' W

It's just past dawn. Andrea is still sleeping while the coffee water boils. I need to write this damn article. Gazing out the port, I can see the start of a beautiful day. The sun, a bright red ball through the morning haze, has just come up over the tree line to the east, a little later and further south than last month. The trees are just starting to show the slightest hint of color. Yesterday's very light southwesterly has shifted overnight to a cool, brisk, northerly I can hear in the rigging. The seven boats that race-cruised across the Bay and up Eastern Bay to this spot have swung around to face it. We will definitely have more wind than yesterday. As you would expect in a place called "Crab Alley Bay," crabbers are out early laying their pots and trot lines and throwing us an occasional wake. Otherwise it's a quiet morning. The few Ospreys who have not started south are working for their breakfasts.

The days are getting shorter. It was dark by about 7:30 last night and after watching the moon and stars and chatting with Linda and Maris Eshleman, our raft neighbors, we

were in bed by 9:30. As usual, we slept very well.

Last weekend we bashed north under a double reefed main and jib to Church Creek in a very brisk 20-25 knot northerly. But it was a lovely, quiet anchorage. When we woke up the next morning there was a chill in the air and sea smoke on the water. As the sun gradually began to warm the air, it created a mini-whirlwind of haze, a ghostly form that glided across the anchorage for about 30 seconds before it disappeared. First time I had ever seen such a thing. Fall winds, cool air over warm water. No air conditioning needed. We sleep under blankets. The seasons are changing.

Fall on the Chesapeake is the best of times and the worst of times. Cool temperatures, good winds, crisp clear days and relief from the heat of August. Always gives me a burst of energy. I just ordered tickets for the boat show, two weeks, away. But, on the down side, I am starting to think about end of season haul-out and winter maintenance

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A blue heron inspects the boats at HHS during a recent sunset.

projects. I reminded myself that it is time to pick up and fill out the work orders for haul out and winter work. I do love these weekends. What will I do during the winter?

We had another, unhappy reminder of change recently, with the untimely passing of friend and former Commodore Asa Colson, IV. Asa was one of us, an avid sailor who grew up on boats, loved sailing the Bay and enjoyed a good joke and a good raft-up party. He and Robin were enthusiastic and active members for a number of years until the end of last season when they moved to the Solomon's Island area. We will miss him.

Membership Corner

Ted Slotwinski, **Zalek**

Membership for 2007 stands at 119, including 29 new members and 41 racers. Please e-mail any directory corrections to me at zalek3@netzero.net, or modify the information on the website. I will make corrections to the Word copy on the website, as well as add new members who join subsequently.

Please welcome onboard our newest member, Philip Mihlmester of Germantown, Maryland. He owns an unnamed Catalina 250 which is berthed at HHN in slip N-30. He is interested in crewing in HHS races.

Cruise News

John Locke, **Island Time**

September and October are beautiful months for cruising on the Chesapeake. The hot windless days are usually gone and anchorages are less crowded. Four cruises were scheduled in September. Thanks to the leaders for organizing and leading outstanding cruises.

September got off to a great start with the Labor Day Weekend "Jimmy Buffet Cruise". The winds were excellent for sailing all weekend.

Al DeNegro and Trisha Creevy, *Solace* led the "Talk Like a Pirate Cruise" the following weekend September 8 – 9. Look on the web site for the pictures, and a peek at the pirate costumes.

The Trivia Cruise was led by Rich & Marie Ordeman, *Spook*. September 15 – 16. See the enclosed article for the list of the Trivia contest winners.

And on September 22 – 23 Keith Mayes, *Jubilee* led the Cruise /Race. The results are published in Keith's article.

Kent and Halli Kunze, *Glissade* will lead a cruise the weekend of Oct 20 - 21. The destination will be on the Wye River. What a perfect location for viewing fall on the Chesapeake.

Also, a cruise to St. Michaels is being scheduled for the last week-end in October. The Chesapeake Bay Maritime Museum is having their Oysterfest and Haunted Halloween that weekend.

Meanwhile, if anyone who would like to lead an impromptu cruise during October, just send an email on the List Server (HNSA-Cruising@yahoo.com) to see who else might be interested.

Autumn Cruise

Kent and Halli Kunze, *Glissade*

Come join us for the last scheduled cruise of the season on October 20th and 21st. Our destination will be up the Wye River East branch to Dividing Creek or Quarter Cove



across from Dividing Creek, where we can enjoy the colors of autumn and the sounds of the migrating geese.

A Captains' meeting will be held at 9:00 am. The cocktail hour (hot cider will be served) will be at 4:30 pm in order to accommodate the early sunset

Social Corner

Barbara Locke, *Island Time*

Two important events are coming up. The **Fall Membership Meeting** will be held on November 3, 2007. Please join us at 10:00, at Herrington-on-the-Bay at Herrington South next to Mango's. Coffee, tea, and Danish will be available.

The vice-commodore and communications, cruising, racing, and social rear commodores will give a report on their area of responsibility. Additionally, the membership will elect (ratify) next year's Executive Board. It is your opportunity, as a

member to ask questions, make suggestions and become aware of how the association is doing. It is also a good reason to come and see your friends, meet new people, and to check on your boat before the holidays.

Mark your 2008 calendars now for the annual **HNSA Awards Banquet** scheduled for January 19, 2008, at the Hilton Mark Center in Alexandria, where we have a lovely banquet room booked. This event will be something for all of us to look forward to, and it will cap off another wonderful sailing season.

Racing News

Keith Mayes, *Jubilee*

You can't keep sailcoholics in the office on Wednesdays! The official end of Wednesday evening races was the last Wednesday in August, but to accommodate otherwise ordinary people with sailing problems, we scheduled an informal "Season End Free-for-All" evening race on September 5th. Nine boats showed up, plus a Race Committee! Allen Wright (*Tzatsky Too*) scored his first win of the season in non-spin by just 20 seconds over Carl Schaefer (*Cadence II*), although it was just about a dead heat at the finish line. *Coyote* overcame *T-Bone* in spinnaker, with Arne Fliflet (*Sandpiper*) keeping it close. A party, hosted by Bruce Artman and paid for by Keith Mayes, followed the race – 48 people showed up for burgers, dogs, and keg beer. Nice way to (almost) close out the season. Four to five boats have been out each week since. Nothing on the line but pride, and ample confirmation that some people just don't know when enough is enough!

The Poplar Island Race was held on September 9th. Stephanie Reuer brought the *J/35 Dakota Girl* down from Annapolis to take her turn at Race Committee (thanks Stephanie!). Four non-spin boats and 5

spinnaker boats came to the line for what turned out to be a real drifter. The 7.5 nm Short course was selected but Stephanie put the pin down at 81A (the first rounding mark) and finished the race there. In non-spin Bob Spann (*Resilient*) was the best of both fleets with a corrected time that easily beat the corrected times of the spinnaker boats, and Arne Fliflet (*Sandpiper*) showed that last year was no fluke when he again won the spinnaker class. Congratulations Bob and Arne!

While things were pretty quiet in Maryland, the competition was fierce and the weather challenging September 6th thru 9th on Lake Erie in Buffalo, NY, the site of the Beneteau 36.7 North American Championships. After making the long trip by truck, *Jubilee* placed 14th of 47 boats and had a great time over 4 days of racing.

The weather kept many cruising boats at home on September 15th, but the 180 or so contestants in the annual Annapolis to Oxford Race revealed in the 20 – 30 knot

northerly. It was a spinnaker sleigh ride down the Bay to Black Walnut Point, then a fast beam reach up the Choptank, and a beat to the finish at Oxford in the Tred Avon River. Keith Mayes (*Jubilee*) scored his first win in a CBYRA event by leading home the 7 boat Beneteau 36.7 fleet, Bruce Artman and Grant Schneider (*T-Bone*) were 6th and Stephanie Reuer (*Dakota Girl*) 8th in the J/35s (9 boats), Erik Wulff (*Endorphin*) was 9th and Rich Griner and Greg Coffey (*Coyote*) were 12th in PHRF A1 (17 boats). In the 18 boat PHRF B fleet, Hank Chalkley (*Cantata*) was 14th and Keith Morgenstern (*Beyond the Sea*) was 17th in his first CBYRA

event. As Hank put it, just finishing safely was a victory!

In 10 – 12 knots of shifty northerly breeze, the Hammond Memorial Race from Oxford back to Poplar Island the next day saw Keith backing up for another win in Beneteau 36.7's, Hank was 9th in PHRF B, and (the other) Keith was 9th in PHRF Non-Spin. It was a truly fantastic weekend of sailing!

The now annual Cruise Race took place on September 22nd. Everyone knows what a "pursuit start" is right? That's when the slow boats start first and the fast boats start last, and everyone tries to catch the boat ahead.

Well that works really well when there is wind throughout the race, all over the course... unfortunately for the slow boats like *Necessity*, a Balboa 26 that Bill and Jodi Weinbecker borrowed (since their big Hunter is on the hard, they were sailing the Balboa out of necessity), *Sun Chaser* (Bob and Pat Williams), and *Sweet Liberty* (Maris and Linda Eshleman) there was very little breeze at



T-Bone & Dakota Girl in Annapolis Race Week

10:00 AM when the race officially got underway. By the time *Jubilee* got underway nearly 45 mins later, the breeze had picked up. So while the weather played a major role in the outcome of the race, the positive aspects were again evident and often reinforced – don't turn on the engine just because the wind goes light, and make changes to the sail trim often (change gears) as the weather conditions change.

Peter and Cathy Kreyling (*White Bird*), Thomas McGarry (*Ventreil Magh*), along with Stefan and Andrea (*Diva II*) filled out 7 boat fleet. It was great to hear the stories at the happy hour aboard *Jubilee*; the

lessons learned and the appreciation for being patient and attentive. And the differences of opinion aboard many of the boats! Some of that stuff was funny – at least it was after the fact ...

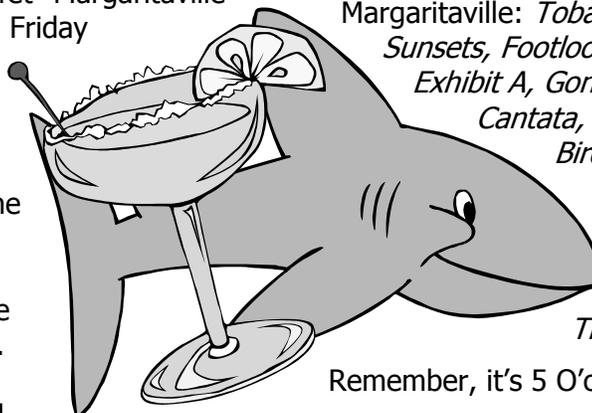
The J/30 North American Championships will be held in Annapolis 28th thru 30th ... Tim Richards and Meg Clarke on *Leap Frog* and Dave Johnson on *Avenger* will represent HHS. On behalf of the Club I wish them best of luck!

Jimmy Buffet Cruise

Barbara Locke, **Island Time**

The 4th annual Jimmy Buffet "Margaritaville Chesapeake" kicked off on Friday afternoon of Labor Day week-end in Trippe Creek. What better place to "Chill" as we sipped margaritas and sampled the marvelous appetizers. Tropical attire, along with hats and leis gave a festive atmosphere to our raft-up. The wind was out of the Northwest, which provided perfect sailing conditions for the trip to the Choptank. Twenty-one boats came to Margaritaville on Saturday and Sunday nights.

On Sunday morning many party-goers spent a leisurely morning of lounging before making the 10 mile trip to San Domingo Creek, one of our favorite spots. One couple dingy-ed into St. Michaels to purchase accoutrements for their Parrothead wardrobe, and would have won the prize for best costume if we had had a contest. Hmmm....maybe next time. Maris Eshleman was especially stunning with coconuts adorning his hairy chest. Linda's parrot-halter top was quite a hit. Please be



sure to look at the pictures on the HHS web site.

Anyway, back to the party, or shall we say the continuation of the party--- on Sunday evening, Margaritaville in Paradise resumed at 5:30 p.m. with more margaritas, Corona beer, and more delectable appetizers. Many members learned how to squeeze a kiwi lime into the neck of a Corona beer bottle with the handy dandy gadget provided by the "management". Later on a few hearty soles journeyed over to Solace for a limoncello nightcap.

We were blessed with good weather the entire week-end, and we have to wonder -- who would want to be anywhere else than on the Chesapeake on Labor Day Week-end? The following boats visited

Margaritaville: *Tobasco, Wingit, Phoebe II, Sunsets, Footloose, Pacifica, Spook, Exhibit A, Gone Away, Solace, Cantata, Glissade, Skylark, White Bird, Mystic Traveler, Sweet Liberty, Diva II, Impetuous, Irresistible, Cordoba,* and of course, *Island Time.*

Remember, it's 5 O'clock somewhere.

Trivia Cruise

Rich and Marie Ordeman, **Spook**

On September 15th hardy cruisers departed under a small craft advisory for Church Creek off the South River. The 20 - 30 knot NW breezes allowed for a close reach to Thomas Point and a tack to the mouth of South River. At that point a motor sail into the wind got most participants to the tranquil destination. The return on Sunday was a different story with down wind sailing home.

On the trip north, we watched the racing fleet with spinnakers flying on the rhumb line to their Choptank River turning mark - a beautiful sight! The well-protected anchorage provided a very peaceful evening to enjoy cocktails, hors d'oeuvres and the excitement of scoring the tough trivia quiz.

Glissade took first prize followed by Valhalla and Irresistible. Others participating included *Diva II*, *Cecil*, and *Exhibit A*. Of special note was that 135 years of HHSA membership represented by the seven boats.

Thanks to all who participated.

Talk like a Pirate Cruise

Al Del Negro Trish Creevy, ***Solice***

Avast ye lubbers! On Saturday, September 8, a small but dedicated group rafted up for the second annual "Talk Like a Pirate Cruise" to Granary Creek on the Wye East River. In all, the fleet was composed of five galleons including Pirate Admiral Stefan Leader on *Diva II* along with first mate Andrea Heintzelman. Aboard also were Andrea's niece Nicole, a lovely wench if ere' there be, and her mate Volker. Pirate Captain Ross Bouchard with mate Estelle on *Pheobe II* also attended as did, Pirate



Talk like a Pirate Cruise

Captain Alfredo Vayra with wench Pauline on *Cordova*, Pirate Captain Roger Carp with ships cook Susan Harrison on *Livin' On the Edge*, and of course, yer hosts for the cruise, Pirate Captain Al Del Negro and his ever lovin' wench and deck hand, Trish Creevy on *Solace*. There bein' a contest of Pirate history, (questions handed out at captain's meetin') a winner was declared - she be Andrea Heintzelman! She received a handsome prize for her part. Prizes also went to best pirate costume, voted by the women to be Ross Bouchard with Admiral Leader a close second. The best wench costume prize was garnered overwhelmingly by Estelle Bouchard, she bein' a Frenchy wid a lovely accent!

The site for the raid was a lovely anchorage and the weather cooperated. After a bit o' grog, each crew became a bit rowdy as is the way wid us pirates. We planned a raid ashore to crash a nearby weddin' but Admiral Leader thought better of the plan. So, we remained aboard and pirated until the grog and the appetizers ran out. This bein' a successful meetin', we plan another for next year. Don't miss it!

Racing Myths

- or -

Why You Should Consider Racing with
HHSA

Stephanie Reuer, ***Dakota Girl***

Chris Cruiser: Hiya, Rick. Hey, you know, I was in Calypso Bay on Wednesday evening after you guys finished racing. Sailboat Racers. What a crazy breed of folks. They were all talking about burnishing their bottoms, discussing shifts and something called the boat's "polars." And two of them were having a long, esoteric discussion about the implications of Rule 18.2 and when it's turned on or off. It was another language! And to top it off, you guys never

go anywhere – you just sail around in circles! Bah Humbug! Why would I ever want to race my boat? You're sort of new to the racing game, aren't you? Why did you go over to the dark side?

Racer Rick: Dude. [Editor's comment: Seems like racing sailors are still saying, "Dude" a lot. We don't know why. We know it's annoying. We're thinking about a 12 step program.] Are you kidding? Racing's where it's at!! It's the most exciting thing on the water! I just started racing this year and I'm hooked.

Chris Cruiser: How can you say that? You're only going about 6 knots.

Racer Rick: Well, it's more about your speed relative to your competitors and your boat's performance capabilities. Racing sailboats is a game of inches and seconds. In fact, it's really like a chess game on the water – one where the board is changing every few seconds and the moves of the pieces, while somewhat predictable, are really unknown. And where fortunes can change in an instant. It's the most complex game ever invented, I think.

Chris Cruiser: I hate chess.

Racer Rick: Ok, then try this analogy. It's like football only you never know what type of ball is going to be thrown your way, the goal posts keep shifting 10, 20 or even 30 feet every time you look up the field and the playing surface is unpredictably mud, then ice, then Astroturf – and it's always bouncing around so sometimes you're running uphill and the next moment it's downhill.

Chris Cruiser: That makes more sense. Actually, that would make football a heck of a lot more interesting, wouldn't it? But I saw you guys jockeying for the start last week. I think I'd be too intimidated having boats that close.

Racer Rick: Well, starts can be somewhat confusing when you first begin racing, but all of the boats play by a pretty simple set of rules. Some of the rules get sort of complex, but in general the big ones are *starboard has rights over port* and *windward must keep clear of leeward*. Same as for cruising. HHSA actually runs a free seminar every winter on the rules that can really help to demystify it for you. And there are plenty of folks in the club that will help you get comfortable.

Chris Cruiser: But I hear you have to win the start to win the race.

Racer Rick: Getting a good start is important, but a bad start is just that, a bad start. There's an entire race yet to sail! And remember when I said that fortunes can change in an instant? Some of the best finishes we've had are where we've come from behind. For your first few races, there's no shame in starting in the "second row." You might even have the opportunity for cleaner air there than if you're stuck in a cluster with a bunch of other guys.

Chris Cruiser: My boat's a cruiser, though. I can't compete against racing boats like that Jubilee or Coyote.

Racer Rick: Well, we all have problems chasing some of the big race boats. But most of the racing that's done on the Bay uses a handicap system that is designed to



The article's author at *Dakota Girls* helm.



Sandpiper flying a chute at the Free For All Race

neutralize the differences between boat designs.

Chris Cruiser: Like a golf handicap? Dude, what's yours, like, 900 or something?

Racer Rick: Dude, you're sort of starting to sound like a racer! Actually, we do tend to ask each other "What's your rating?" or "What's your PHRF?"

Chris Cruiser: Purfff? What's a Purfff? There's that foreign language again!

Racer Rick: "Performance Handicap Racing Formula." It is designed to look at the size of your boat, the length of the waterline, the displacement, the amount of sail area you have, your prop configuration, whether you have a roller furler or not and then come up with your handicap rating. Mine's 132, which means that for each mile of the race, I'm given a handicap of 132 seconds versus a boat that rates "0". So, when I race against that Aussie guy Keith Mayes on Jubilee, his rating is 78 and he gives me 54 seconds every mile of the race. It's easy to get one – you just spend 35 bucks and send in a form to PHRF of the Chesapeake. HHSA makes it even easier. If you don't have a PHRF rating and you want to try out racing without spending the \$35 (you cheapskate!), we'll assign you an interim

rating based on our best guess for your boat. [Editor's note: And the Competition Committee has been known to be somewhat lenient...]

Chris Cruiser: I never knew that – I thought it was all boat on boat. But, you know, I have another problem. I don't have a spinnaker and I could never get enough crew together. Besides I would have no idea how to work the spinnaker.

Racer Rick: You don't need a spinnaker to race! HHSA has a thriving "Non Spinnaker" class where you just race with a main and a genoa. The competition is just as interesting in the Non-spinnaker class and most of us started racing in that class. Some folks like it so much they've decided they never want to race in the "Spin" class.

Chris Cruiser: Why's that?

Racer Rick: Well, for one thing, racing "Non-Spin" makes getting crew easier. Instead of the 7-9 people that Bruce Artman needs to be able to race T-Bone effectively, boats like Tzatsky Too can race with 3 or 4 people. So, you can get out to race on a Wednesday evening or a weekend race with fewer people.

Chris Cruiser: By the way, what's up with the name of that Artman/Schneider boat? T-Bone? I won't get anywhere near it for fear they're going to ram me. But racing is expensive, isn't it? My spouse won't go for a lot of expense. [Editor's note: "Chris" was chosen because it can be non-gender specific. If you prefer, insert "wife" or "husband" to suit your own taste. HHSA thinks chicks that race sailboats are HOT, by the way.]

Racer Rick: Bruce and Grant call that "verbing" you. Long story – best told at the bar after racing. Ask them sometime. Back to the point – getting started in racing doesn't have to be expensive. You'll want to make sure that your equipment is in good working order, but to begin with you don't need to invest in new sails or a racing

bottom or anything like that. I would recommend that you either get someone to clean your bottom or take her out and do it yourself, but that's something you probably do anyway, right?

Chris Cruiser: Yeah, I do it a couple of times a season. If I don't, I notice I can't motor as fast. Getting the stuff off the propeller increases my motoring speed by at least a knot.

Racer Rick: It'll increase your sailing speed, too, even when you're cruising. But back to the cost. HHSA racing is a sweet deal and one of the cheapest clubs around. For \$65 annually, you can participate in 18 races on Wednesday nights and 7 weekend races. That plus the 35 bucks to get your PHRF cert and you're pretty much good to go. Oh, your beer bill will go up, however. Can't do much about that, dude.

Chris Cruiser: Another problem – my boat won't point.

Racer Rick: You're just full of objections, aren't you? While your boat's ability to point is important, my bet is that you haven't gotten as much out of her as she's capable of. There's ways to make your boat point better – for instance, tightening your headstay, how much tension on your jib halyard you have, the amount of backstay tension you use, etc. Also, most people don't realize that you can't make a boat point up to its true potential until you are sailing fast. But if you're right and your boat doesn't point well, it's probably designed to do better reaching or running than other designs. HHSA races typically do include a windward leg, but we generally also have a reaching leg and a downwind leg. You'd learn to do the best you could on the windward leg and then probably clean up downwind. And I or one of the other racers will help you get your boat dialed in. We want to encourage people to come out, so we're happy to help.

Chris Cruiser: Wow, you've almost talked me into it. But it's the end of the season, I can't start now.

Racer Rick: Why not? We don't care when you start. Besides, you're just trying it out right now. No pressure.

Chris Cruiser: But everyone's had a whole season of practice, I won't be able to win.

Racer Rick: Hey, spoken like a true race junkie – you're already talking about winning! Seriously, racing sailboats is one of the most complex and detailed sports there is. That's what makes it so fascinating and why people spend entire lifetimes doing it. Right now just putting your boat out there on the starting line is a big victory. And if you get bitten by the racing bug, you'll learn that seeing improvements in your sailing and watching your team grow is reward in and of itself. Sure, it's great to get a pickle dish at the end of the year, but taking a break from work on a beautiful Weds night, racing around with some of the best folks on the Bay and watching a gorgeous sunset – well, that's a WIN in my book. Keeps me coming back week after week!

Chris Cruiser: Hey, look at that guy over there with his fenders hanging out. THAT'S not fast!!!

Racer Rick: Dude, you're hooked!!! Only TRUE RACERS say that! Where'd you hear that one?

Chris Cruiser: I think it was Race 5 of the America's Cup. Some dude named Tucker Thompson was screaming at the top of his lungs about New Zealand ripping three kites. Dude, I thought he was going to bust a vocal cord or something.

Racer Rick: Dude.

Chris Cruiser: Dude.

A RACER is born....fade to black...

NOTICE

TO ALL MEMBERS OF HERRINGTON HARBOUR SAILING ASSOCIATION, INC.

At its September 11, 2007 meeting, the Board of Directors voted to propose changing sections of Article II, III, VI, and XII of the Corporate By-laws. These changes will be voted on at the **Annual Meeting** of the Corporation to be held on **November 3, 2007 at 10:00 AM at Herrington on the Bay, Rose Haven on the Bay, Friendship, Md.**

The changes are:

Newsletter Editor

1. Section 2.1

As written: **Composition:** The Board of Directors shall consist of seven officers (i.e., Commodore, Vice Commodore, Rear Commodore-Cruising, Rear Commodore-Racing, Rear Commodore-Social, Rear Commodore-Communications, and Secretary-Treasurer) plus the immediate Past Commodore.

Proposed change : **Composition:** The Board of Directors shall consist of eight officers (i.e., Commodore, Vice Commodore, Rear Commodore-Cruising, Rear Commodore-Racing, Rear Commodore-Social, Rear Commodore-Communications, **Newsletter Editor** and Secretary-Treasurer) plus the immediate Past Commodore.

2. Section 3.1

As written: **Generally:** The officers of the Corporation in order of seniority shall consist of (1) the Commodore, (2) the Vice Commodore, (3) the Rear Commodore-Cruising, (4) the Rear Commodore-Racing, (5) the Rear Commodore-Social, (6) the Rear Commodore-Communications, (7) the Secretary-Treasurer. Each officer of the Corporation must be a member of the Corporation, shall serve without compensation during tenure and shall hold not more than one of the stated positions at the same time.

Proposed change: **Generally:** The officers of the Corporation in order of seniority shall consist of (1) the Commodore, (2) the Vice Commodore, (3) the Rear Commodore-Cruising, (4) the Rear Commodore-Racing, (5) the Rear Commodore-Social, (6) the Rear Commodore-Communications, (7) the Secretary-Treasurer, **(8) Newsletter Editor**. Each officer of the Corporation must be a member of the Corporation, shall serve without compensation during tenure and shall hold not more than one of the stated positions at the same time.

3. Section 3.9

As written: **Other Appointments:** Upon the recommendation of the Rear Commodore-Communications, the Board will appoint (1) a Newsletter editor who will serve as Editor-in-Chief of the Corporation Newsletter and maintain all historical files of the Newsletter; (2) a Webmaster who will have ongoing responsibility for maintaining and enhancing the infrastructure for the HHSA Web site and coordinating Web site content and maintenance with Board members. These positions will be appointed for one year, but may be re-appointed.

Proposed change : Section 3.9 - **Newsletter Editor – The duty of the Newsletter Editor who will serve as Editor-in-Chief of the Corporation Newsletter and maintain all historical files of the Newsletter.**

Proposed change: **Section 3.10 - Other Appointments:** Upon the recommendation of the Rear Commodore-Communications, **the Board will appoint a Webmaster who will have ongoing responsibility for maintaining and enhancing the infrastructure for the HHSA Web site and coordinating Web site content and maintenance with Board members.** This position will be appointed for one year, but may be re-appointed.

Competition Committee

4. Section 3.5

As written: **Rear Commodore-Racing:** The duty of the Rear Commodore-Racing will be to assist the Commodore in the discharge of duties. The responsibilities of the incumbent will include, but not necessarily be limited to, (1) establishing the Race Committee not later than March 1st of the year served and serving as Chairperson, (2) publishing racing instructions subject to approval by the Board, (3) ensuring that race results and rankings are published in the Newsletter on a timely basis, and (4) serving as a member of the Awards and Communications Committees.

Proposed change: **Rear Commodore-Racing:** The duty of the Rear Commodore-Racing will be to assist the Commodore in the discharge of duties. The responsibilities of the incumbent will include, but not necessarily be limited to, (1) establishing the **Competition Committee** not later than March 1st of the year served and serving as Chairperson, (2) publishing **Sailing Instructions and Racing Rules** subject to approval by the Board, (3) ensuring

that race results and rankings are published in the Newsletter on a timely basis, and (4) serving as a member of the Awards and Communications Committees.

5. Section 6.1

As written: **Standing Committees:** Seven standing committees are authorized as follows: Awards, Nominating, Membership, Cruising, Racing, Communications, and Social. These committees will be established not later than March, except that the Nominating Committee will be established not later than August 1. The membership will be informed of the composition of these committees. The Board may authorize such additional committees as it deems appropriate.

Proposed change: Standing Committees: Seven standing committees are authorized as follows: Awards, Nominating, Membership, Cruising, **Competition**, Communications, and Social. These committees will be established not later than March, except that the Nominating Committee will be established not later than August 1. The membership will be informed of the composition of these committees. The Board may authorize such additional committees as it deems appropriate.

6. Section 12.3

As written: **Racing Awards:** The Rear Commodore-Racing will recommend to the Awards Committee racing awards that comply with the awards criteria established by the Racing Committee. These awards may be presented throughout the year but special emphasis should be given to presentations at the Annual Banquet.

Proposed Change: **Racing Awards:** The Rear Commodore-Racing will recommend to the Awards Committee racing awards that comply with the awards criteria established by the **Competition** Committee. These awards may be presented throughout the year but special emphasis should be given to presentations at the Annual Banquet.

7. Section 12.7

As written: **Awards Policy:** The awards Committee will abide by the principle of proportionality in recommending to the Board the number and type of awards. The division of funds to be allocated for the racing and cruising awards will be based on approximate ratio of membership participation in these respective programs. The Race Committee will recommend to the Awards Committee that portion of funds to be derived from racing fees to be applied to racing awards.

Proposed Change: **Awards Policy:** The awards Committee will abide by the principle of proportionality in recommending to the Board the number and type of awards. The division of funds to be allocated for the racing and cruising awards will be based on approximate ratio of membership participation in these respective programs. The **Competition** Committee will recommend to the Awards Committee that portion of funds to be derived from racing fees to be applied to racing awards.

All other text shall remain unchanged.

Instructions:

At the Annual Meeting, members will have the opportunity to make statements in support of or in opposition to the proposed changes or read statements on behalf of other voting members. No amendments can be accepted. Each By-law change will be voted on individually.

All members attending the Annual Meeting will be required to register and receive ballots for themselves as well as for any member they represent by proxy. Each membership is entitled to two ballots that may be voted individually. To be successful, the changes must receive the affirmation vote of two-thirds of the eligible memberships present in person or by proxy.

Proxies for those wishing to vote but unable to attend must be filed in accordance with the instructions contained on the proxy form that is attached to this notice.

Respectfully Submitted,

Maris H. Eshleman
Secretary-Treasurer

September 15, 2007

NUMBER _____

Authorized for the meeting to be held on November 3, 2007

Proxy

Herrington Harbour Sailing Association, Inc.

I, _____ hereby constitute and appoint _____
(Member's Name) (Name of Proxy)
as representative and agent for me, and in my name, place, and stead, to vote as my proxy on all matters at the meeting of the membership to be held on the date specified above.

I certify that the above constituted and appointed member has not solicited this proxy.

In executing this document, I agree that only one proxy is authorized by me for said meeting, that the individual appointed must be present at the meeting, and that this proxy will remain in force, unless sooner revoked (either in writing or in person at said meeting) with full power to cast my vote as if I were personally present.

WHEREOF, I HAVE EXECUTED THIS PROXY ON _____, 2007.
(Date Signed)

(SIGNATURE OF MEMBER)

ACCEPTED BY H.H.S.A. SECRETARY _____ ON _____, 2007.

INSTRUCTIONS FOR USING THE H.H.S.A. PROXY

FILING:

- (1) Once completed, the proxy must be filed with the Corporation Secretary.
- (2) The proxy can be filed with the HHSA Secretary (a) by mail using the Association's address or the Secretary's address, both of which are listed below, or (b) in person by either the member authorizing the proxy or the individual appointed.
- (3) The proxy must be filed with the Secretary prior to the actual commencement of the meeting (i.e., prior to the time the meeting is formally called to order).
- (4) It is the sole responsibility of the member authorizing the proxy to have the proxy filed in a timely manner with the Corporation Secretary.

VALIDITY: In order for the proxy to be valid, the following conditions must prevail.

- A.* The individual appointed must be:
 1. Clearly stated on the proxy,
 2. present at the meeting; and
 3. a voting member of the Corporation.
- B.* The proxy cannot have been solicited by the appointed member
- C.* The proxy must be dated and signed
- D.* The proxy is to be used only for the meeting held on the date stated in the upper left hand corner of the proxy. Should you decide not to use the proxy, it should be destroyed.

ADDRESSES:

- (1) Secretary: Maris H. Eshleman
Secretary-Treasurer, HHSA
20347 Vermeer Street,
Ashburn, VA 20147
- (2) H.H.S.A. Herrington Harbour Sailing Association, Inc.
Rose Haven on the Bay
Friendship, Maryland 20758