

HARBOUR LIGHT



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FROM THE COMMODORE...

TED SLOTWINSKI - ZALEK

Early in August the Board was sweating the weather, the attendance, and the cost for the Summer BBQ. In the end it worked out great! We had a great August day, albeit light on wind, and great attendance from HHSA and visiting Southern Maryland Sailing Association (SMSA). We also had a good turnout of eight boats for the HHSA Adopt-a-Cruiser race. Sailed in light, patchy winds; a tactician's nightmare, it took over an hour to complete the 1.8 nmi course from HHSA A to Green 1 and back. However, the cruisers were resolute and the competition close. Ultimately Stephen Leader and Andrea Heintzelman assisted by Carl Schaefer on DIVA II edged out Tom McGarry assisted by Emily Manders on VENTREIL MAGH by two seconds! Sunday morning, HHSA members must have

been less hung over than SMSA as we prevailed in the blind-folded dinghy races. Some were spectacularly awful, able only to maneuver in vague circles. A few were surprisingly acute, steady, and quick, completing the course in less than 3 minutes. Overall, members of both clubs were satisfied and I believe eager to repeat another similar joint venture.

September brings cruising to the forefront for HHSA. First the Labor Day weekend cruise with the always popular timeless melodies, parrot attire, and margaritas of Jimmy Buffet. The next weekend continues the parrot theme as ye mates and wenches partake in wild debauchery at the Pirates cruise. Arrrggh! Followed by everything you want to know, and some you don't, about people named Tom at the Tom cruise. I'm

winging it, I have no clue what the Tom cruise is really about. Participate and find out. Finally, Rich and Marie Ordeman entertain us with their perennial favorite mind bending Trivia cruise.

Thanks to everyone who have submitted articles and photos for the newsletter. Our newsletter is only as good as what our members contribute to it. Your inputs make it informative and entertaining.

Summer recruiting has been fruitful. We have had 34 new members join HHSA since November 2008. Keep up the good work! As always, please introduce yourselves to the new members you meet on your dock and throughout the marinas and welcome them into HHSA. Greater enjoyment and satisfaction rewards those who participate with zest.

AN INVITATION

Coming to the US Sailboat Show in Annapolis this October? The Eastport Yacht Club (EYC) would like to invite you to join us on Saturday, October 10th from 6 - 11 PM for the Best Party in Annapolis and it's a benefit for Annapolis Community Sailing and the EYC Foundation! Gary Jobson will present Sailing: Speed and Passion in a quiet area with chairs and two great bands will be playing all evening on the waterfront side. There will be wide variety of food and beverage for sale.

Visit the Bash website, www.eycbash.com to view the spectacular offerings in our On-line Auction (opening September 16th) and the growing list of \$100+ prizes in our Raffle Extraordinaire! While EYC would love to have you with us, neither the Raffle nor the Auction require you to be present as we have a proven group of Proxy Bidders at your service. Check out the details on our website. Entrance Tickets are \$10 in advance or \$15 at the door. Tickets can be purchased

at our website, West Marine (Hillsmere), Fawcett Boat Supplies, EYC, or at the US Sailboat Show (October 8 - 10). Special thanks to our signature sponsors to date SpinSheet, West Marine, Chesapeake Bay Magazine, Annapolis Bay Charters, Hanse-Fjord-Moody Yachts and Sunsail. Questions? Please email eycbash@gmail.com or leave a message on the EYC Hotline 410-263-0415. We look forward to welcoming you to EYC!



THE BULLET REPORT

BY JOE HOWELL, *CAROLINA BLUE*
IMMEDIATE PAST REAR COMMODORE, NEWSLETTER

Since I have not written a bullet report for this season, I am doing so now on an unauthorized, possibly illegal basis. This is for Series 3, Race 3, Spinnaker B, a race for which I do not believe a formal bullet report was ever written.

The pressing question for most of the boats in the Spinnaker B fleet is can anyone beat *Leap Frog* when they have not experienced an equipment melt down such as a bent boom? My boat, *Carolina Blue*, can do it, though it is true that until now it has not happened. But on Wednesday, August 5, I knew our luck was going to change. This was our day to beat our sister J 30. I just felt it in my bones.

It all started with a great practice of spinnaker sets and jibes. I now have Teresa on the foredeck. Teresa is a recent Duke graduate who raced (and won lots of times) all four years there. She is smart, agile, enthusiastic and my ticket to silver. If she and her husband, Dave, stick with *Carolina Blue*, you other Spinnaker B boats are in trouble. And she is young. Ah, youth. I have been praying for youth ever since I calculated the average age of our crew and discovered it was 62.1—and that was five years ago, though we have since retired our 75 year-old grinder. When Teresa and Dave joined, our average age dropped twenty years. Ah, youth.

Duke, you note, Duke? And she sails on *Carolina Blue*?

Put it this way, when I offered her the famous *Carolina Blue* sailing t shirt, I detected a look of shock and despair. She still wears her Duke PFD. Well, they don't race spinnaker in college, so this summer it has taken a little time for Teresa and Dave to get everything down pat. But now they are up to speed, and the practice showed it, one clean jibe after another. We were ready to go. This was going to be our night.

The start was not our best—mainly because I have been rolled so many times at the start by *Jubilee*, *T Bone* and *Coyote*, my strategy is now to avoid the Big Boys in the Spinnaker A Fleet at all costs, which on Wednesday meant dodging the entire fleet on a port tack. Madness, yes, but we got clean air for a change and upon tacking back on starboard delightfully discovered we were only a few boat lengths behind *Leap Frog* and a boat length behind *Spook*.

Spook, how did they get up here? We have to give them time. To his credit Rich, her skipper, is a damn good sailor, about my age; and the two of us and Kent, *Glissade's* skipper, have been battling it out in HHS races for what seems like a lifetime. No one else currently in the racing fleet was on the starting line in the mid 80s when we were.

The next leg was a long downwind leg, and *Carolina Blue* was beautiful.

Teresa and Dave got the chute up fast, and it was not long before we were gaining on *Spook* and holding the distance with *Leap Frog*. *Glissade* tried to pass us but couldn't, a reassuring twist since the last two outings they had creamed us. Everyone else was way behind. And this was our new hi tech chute, the one that Alan said we needed when he sailed with us, which was after the time he sailed with us and we got the new number 3 genoa, and before the time he sailed with us and we got the used main that Larry, the ace J30 sailor in Annapolis, had. I love Alan. He is best coach we have ever had. The only wrinkle is that every time he sets foot on the boat it costs me \$1,500. I realized I may have been overdoing the new sail thing when after the Summer Invitational Regatta, Alan introduced me to his girl friend as "my rich friend, Joe Howell."

Anyway we jibed early and had a perfect rounding. We were close to even with *Spook*, but they jibed late and got tangled up, giving us a ten boat lead as we rounded the downwind mark and roared toward the finish line on a close reach. As we sailed up wind, we were gaining on *Leap Frog*, and increasing our lead over *Spook*. This was our race. Eight to twelve knot wind, not much chop, maxing out on boat speed, crew and boat in unison, ready to pounce

(Continued on page 3)

Welcome to our newest members!

Marie Pecarro -
Alexandria, VA

Barbara Berman &
Richard Tolson
Arlington, VA
Catalina 36
WIND SHADOW
HHS J-35

David Preston
Chesapeake Beach, MD
Kelt 7.6
G-SPOT
HHS B-3

THE BULLET REPORT (CONTINUED)

(Continued from page 2)

on *Leap Frog*, man, it does not get much better....

Then clunk.

"What was that?" someone asked.

"What?"

"The clunk."

I quickly glanced at the knot meter. One minute we were ripping away at close to six knots; the next minute, two knots.

Spook whizzed by. Obsessed with watching the genoa telltales and trying to keep them parallel, it took me a little while to figure out what had happened. We were just off Holland Point, and the crab traps were abundant. Could it be a crab trap? I have been racing for over 23 years at HHSA, upwards of 20-25 races a year—that's well over 500 races— and I have never snared a crab pot racing on Herring Bay. I guess there always has to be a first. But what are the odds?

The problem was we could not see any sign of a crab pot. We wiggled the rudder and turned the boat this way and that, but were still moving at only two knots. The time it took to do all this seemed like an eternity.

Glissade whizzed by.

Then a second clunk. Our boat speed went from two knots to one knot. At one point we were not even moving. Crab trap number two? Inconceivable. What are the odds?

After a few more anguished moments of seeing several other boats zoom by, the only solution was to send a crew mem-

ber overboard. Greg, who was not even on the *Carolina Blue* first team and not a whole lot younger than me, quickly volunteered and boldly jumped off the stern into the nettle-infested waters holding onto the small ladder. At first he could not detect anything with his feet; but after a few minutes of struggling, he victoriously exclaimed "Got it!" Two small buoys, one white and one black, gently floated to the surface.

Cheers from everyone. We pulled him back on board, and off we went again, charging to the finish line. Greg was immediately promoted to first team.

"Free at last, free at last, Thank God Almighty, free at last," went through my mind.

"Look," I consoled the crew, "we aren't all that far behind, we can still catch up". We probably were not within striking distance of *Spook* and *Glissade*, but crew morale is important. And there were still a few stragglers behind us. Back up to 5.5 knots over the ground on the GPS. Life is good.

It was actually the third clunk that got to me. Regrettably I am not able to talk about this until I complete a series of visits with my psychiatrist and my theological advisor. Suffice it to say that after coming to a third abrupt halt and going from over five knots to zero in the time it takes to split an atom, we had the recovery act down pretty well. Greg jumped overboard again and finally got us free but not before

we watched the remainder of the two spinnaker fleets and most of the non spinnaker boats charge by.

I was mostly silent for the rest of the race. Melissa immediately went to the foredeck and started calling out the location of the 5,000 or so crab trap buoys that were still bobbing between us and the finish line. Frankly, I consider it a miracle we missed them all.

When we finally staggered over the finish line, it was mercifully almost dark; and the committee boat could barely see us. We were 20 minutes behind *Leap Frog* and over 12 minutes behind *Spook*. I do not know how we did against the others, but it was not pretty.

As we started to take the sails down and headed up into the wind, we were virtually alone on the bay. All the other racers were long gone, probably already settled in at the Fabulous Brew Restaurant where everyone gathers for food and drink and tall tales after the race. And then we saw it: a huge orange ball rising from the haze on the Eastern Shore. Everyone paused in silence. I know that full moons rise everywhere, but there is something special about full moons on the Chesapeake Bay in August haze. Except for the committee boat, we were the only racing sailors to witness this miracle. This is what you other racers all missed.

So maybe this was our race after all, I thought.

But I still have big questions for my theological advisor.



PROJECT MANAGEMENT FOR YOUR BOAT A NEW SERVICE AT HERRINGTON HARBOUR

Herrington Harbour now offers the option of Comprehensive Project Management for those customers who are looking for assistance in running a project through the Yacht Yard. This service provides you with a single point of contact at Herrington Harbour who will manage and coordinate all aspects of the service work required on your boat, taking your project from concept to completion regardless of the size or complexity of the challenge. Project Management services include vessel inspections of your boat's mechanical, electrical, structural, rigging and accessory systems along with project engineering, cost projections, quality control, vendor coordination, invoicing and regular job status updates. Contact Leo New-

berg in the Yacht Yard office for more information.

In July Herrington Harbour's crew was joined by Leo Newberg. Leo has spent his life building, designing, restoring, fixing and playing on boats of all types; building his first boat at the age of 7 and designing his first boat at the age of 9. He has run a number of high quality yards on the Chesapeake Bay as well as being the owner-operator of Woodmark Cabinets, an Eco-Green furniture shop while living in Oregon. Leo has racked up roughly 60,000 ocean miles while exploring the wild places of the world by boat and is equally passionate about hiking, biking and kayaking. Leo was born and raised here in South County and is a graduate

of the University of Maryland. Although he is very happy to have the opportunity to return to his roots after his years of exploring the natural wonders beyond the Chesapeake's shores it does not mean that the adventuring spirit has died. He currently has his eyes focused about ten years down the road when he plans to ride his bike cross-country for his 50th birthday. With his 20 plus years of industry experience, his primary goal at Herrington Harbour will be to implement the Eco-Lifestyle culture throughout our customer's Yacht Yard experience while offering a new level of Project Management. Feel free to contact him at any time to talk boats. We guarantee he won't mind.

*Remember our website
address:*

<http://www.hhsa.org>

The Summer Barbecue
August 15, 2009
Herrington Harbour South



CRUISING NEWS

AL DEL NEGRO, SOLACE

Despite the fact that August is usually a hot and sticky no-wind kind of month, this year's August has resounded with sailing fun and partying. August 1 was the weekend of the first sail to the home of Calvin Keeney and his fiancée Barbara on the Wye River. Cal has three acres on waterfront property on the Wye near Bryantown on Kent Island. HHSA members feasted ashore on Cal and Barbara's property on appetizers followed by a great meal of crabs, corn on the cob and salads followed by ice cream. Eleven boats participated and despite rough weather on the return trip, the warm reception by Cal and Barbara and the beautiful Wye River were unsurpassed in this RC's cruising experience. We hope to reprise this trip again in the future.

The Summer BBQ and Adopt a Cruiser Race followed on August 15. RC Racing Bruce Artman and Keith Mayes engineered a warm and well-attended and well organized

weekend of sailing, racing, and partying. This year, we coordinated festivities with the Southern Maryland Sailing Association. SMSA organized a sail to Herring Bay on Saturday while HHSA held Adopt A Cruiser races. I'll let the Racing RC Bruce Artman detail the PHRF computation of the outcome of the races to the consternation of second place finisher Tom McGarry (Vice Commodore) by two seconds to Diva II's Stefan Leader and Andrea Heintzelman.

The BBQ was its usual fun and there was no beer left after the gathering, a sign of a successful party. SMSA members who attended were hosted by HHSA and they combined with HHSA to have a successful BBQ. By sheer coincidence, Sunday morning Herrington Harbour South had their annual "Slip Holder's Breakfast" and this was punctuated by the Blind Dinghy Races off the beach at HHS. A fierce though friendly competition between

SMSA and HHSA ensued and I note that HHSA handily triumphed, though several SMSA members contested valiantly. We hope to coordinate with this group in the future on cruising destinations.

The next weekend marked the second annual Redneck Cruise, not your PC experience as last year's cruise attests. Though Solace led this cruise last year, this year *Diva II* (Stefan Leader and Andrea Heintzelman) were cruise leaders.

September promises a busy schedule for cruising this year as the warm weather wanes and cooler nights prevail. The Jimmy Buffett Cruise is on Labor Day weekend followed by several cruises each weekend. Check the website for updates on HHSA's cruising schedule and remember that cruise captains will send out notices of upcoming cruises via e-mail.

Trisha and I look forward to seeing you all on the water.

THE TOM CRUISE

ELLEN HARRIS S/V TABASCO

September 19th, the inaugural Tom Cruise will take place, celebrating ALL THINGS TOM!

Captained by Hooper and Ellen Harris, the destination will be announced shortly before departure.

What is a "Tom Cruise"? Well, beside the obvious, it's a celebration of ALL THINGS TOM, so have a TOMato, or a TOM Collins, or a TOMale (or TOMalley?). Bring a Tomcat, a Tom-tom, a TOM Turkey, or your neighbor, Tom.

We will have Tom hors d'oeuvres, and Tom Collins, Major Toms, Toms and Jerrys, Tom Sweeneys, Tom Stovers, BaWanna Toms, or anything else Tom's heart desires.

See you on the water!

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We're on the Web!
<http://www.hhsa.org>



The Summer Barbecue
August 15, 2009
Herrington Harbour South

