

HARBOUR LIGHT



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FROM THE COMMODORE...

TED SLOTWINSKI - ZALEK

After surprise Summer weather for the April Fools cruise, Spring returned with vengeance. Though pools opened on the Memorial Day weekend, only the bold ventured into the chilly water. Hopefully, by the time you read this Summer will be firmly here.

May was a good month for racing and cruising, especially the wild, windy race on Wednesday May 13! June promises to be even better. In addition to our continuing Wednesday evening racing, the HHSA-Integrity Summer Invitational will be held on Saturday June 27. It's hard to believe this is already the fourth anniversary of HHSA's CBYRA sanctioned event.

We owe Keith Mayes much gratitude for conceiving of this event and its most ardent and dedicated sponsor, and also Vicki Rasmussen of Integrity Yacht Sales for continuing to be the principal financial sponsor.

June is filled with several interesting cruises. Thomas McGarry repeats his Full Moon cruise with a Friday evening departure on June 5. Allen Wright hosts his traditional Flag Day cruise the following weekend. And on the 20th you can join Keith Mayes on the first of two cruise-race events which includes an informal pursuit type race amongst the cruisers on

Saturday to the destination. Something to please everyone. A reminder to cruise captains to publish an article about your cruise preferably with some photos in the following month's newsletter.

As of when I wrote this (May 20th) we have sixteen new members for 2009. That includes two Associate members and one trial membership. Our recruiting efforts are beginning to show results. Keep up the great work. Also, please introduce yourselves to the new members you meet on your dock and throughout the marinas and welcome them into HHSA.

MY NEW FAVORITE RACE

BY RICH GRINER, COYOTE

It has been several years since they last conducted the Down The Bay race or Virginia Cruising Cup as it is also called. It used to be held in mid July. This year it was started up again and started on Friday of Memorial Day weekend. Back in the 80's I did this race 4 or 5 times on Old Blue, a 1969 C&C 40. We won it one year. I was rail meat back then. Knew nothing about tactics, strategy, or

navigation relating to this race. This winter when I heard about it getting started I wanted to try it. I got mixed reaction from the crew and out of no where I thought "Double Handed". I discussed with Greg Coffey and suddenly we were stoked about doing this race just the two of us.

The start of the race was at the mouth of the Severn River

with our class (PHRF Non-Spinnaker) starting first, followed by PHRF C, PHRF B, and the biggest class PHRF A. Only two other boats, Prevail (Beneteau First 42.5) and Honu (HHSA Garth Woodruff's Farr Dickerson 37) were close to our speed in the Non-Spin class. If we could get out and lead our class initially we could get a great boost. All forecasts indicated that the

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MY NEW FAVORITE RACE

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 tide should be slack but as we motored up an hour and a half before the start we watched to two anchored ships swing to the North. We wanted a start where we could be first to deep water and get into the current. The Race Committee set up a very long line, with the RC set up on the port side of the line. The current kept pulling us over the line and we kept diving back. The rest of our class hung around closer to the pin. We had plenty of room to maneuver. When the gun went off we were only a few feet off the RC. If they hadn't had a short chain for scope we might have needed to pinch up hard to clear. With so much room I had not planned on making it that close of a start, but we were fast at the RC end of the line, exactly where I wanted to be.

Those of us on Starboard were heading East, perpendicular to the finish. We were seeing less than a knot of VMG. Normally this is a sign to tack. Two boats in our class tacked over to port not long after the start. We were still convinced that with current going with us deep water would be our friend, a possible shift to South East was more likely than South West, and once you get down to Eastern Bay we could get an extra push of water. We committed to being the farthest boat East in our class and we would wait and see what the big guns in PHRF A did before changing that plan. We were doing a good job with speed and pointing. We had worked

up over Honu and Prevail. Prevail was the closest to our speed but they had to foot off to maintain it. Black Widow, a boat we owed 3 hours too and the eventual winner of our class was pointing well but was falling back behind us. Once in deep water all the boats in our class tacked over. We were the farthest East. I would have liked to be farther but at this point none of the big names were clearly make a strong move to the East. So after we had crossed the deepest part we

gone further East of us. The yellow Farr 36, the eventual 3rd place finisher overall, was on our stern. We were no longer pointing into Herring Bay but now at the apartment building down at North Beach. We had been lifted. My gut says to go further East and that we will see a further trend to the East but we are already a 1/4 East of the closest boat in our class. As we get even with the Northern tip of Poplar Island, Donnybrook passed us. We are showing great speed

yet she passed by like we are standing still. An incredible sight. At this point we were pointing at the Navy towers South of Chesapeake Beach. The wind had gone further East. My gut says we should put in

a little hitch to the East but we now have worked up and are 1/2 mile further East of our closest competitor.

Soon we were pointing South of Plum Point. The wind had gone even further East. We had gained on most boats in the fleet just being the closes to the wind shift. Had we gone further East we would have gained more but it was too great a risk. As we got South of Plum Point we very close to Land, the Farr 36 had caught us but is to leeward of us and Kahuna was catching us to windward. Prevail from our class tacked out. Do we cover or do we stay with these two boats that I know are very good boats? We decide to cover Prevail and headed out. As we did we crossed Kahuna.

(Continued on page 3)



*Welcome to our
new members!*

Christopher Scott
Linthicum MD

Gene Sizemore
Springfield VA

Le Greene
Annapolis MD

MY NEW FAVORITE RACE

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When we tack back over to Port we realize that though we kept our position on our closest competitor in our class but we had lost ground to Kahuna and the Farr 36. They are faster boats but the amount of ground they gained is more than the speed difference. The wind has clocked ever so slightly and we are on the wrong side of the course. We were still 4th boat in the fleet.

We watched as Kahuna and the Farr 36 start short tacking up the Western shore just North of the power plant. Not sure if they are just playing with each other or if it's for some other reason. The wind is up, without crew on the rail our leeward rail was in the water. We notice that Pursuit had also started to short tack up the shore line. So we hold our course until we read 10 feet of water and tack out. We head out for 5 minutes and tack back in. We could see on the crab pots that we were heading into current but more importantly we were seeing less waves close into shore. When we went out we started pounding but inside it was smooth and our speeds were almost 1/2 knot faster staying in. We did more than a dozen tacks in a very short period of time. Good thing for us we have non overlapping headsail. Greg and I still take turns driving and jib trimming as we short tacked all the way up until we get up to the gas docks. We must pass the Gas docks on the channel side. Another fast boat (a J/120) passed us before we got to the gas docks.

With the tide coming against us we didn't want to be near Cove Point. The current is strong as the bay gets narrow and it seems to be worse closer to cove point. Pursuit, which sails out of Solomons Is, was close on our stern so we played off their local knowledge. We waited to see how far out into the channel they would go before tacking

over. When they tacked, we tacked. After tacking we noticed that the boats in front were also on the same line, so we felt comfortable in our positioning of the boat. We were able to keep in front of both Pursuit and Wairere until Cedar Point. Between Cedar Point and Smith point it got dark and we lost ground to both boats.

In every overnight race sunrise brings anxiety. All night long you try to keep track of your competition by following these little red, green, or white lights. If the shoreline is behind these lights they can easily disappear. Are these the same boats that were around at sunset or have you dropped back in the fleet and surrounded by boat that you owe lots of time too. When day light reaches us, there are not many sails on the horizon. We are on the eastern side but 3 boats are further East and 5 boats are West of us. After an hour straining to see each boat we think we are still within eyesight of Pursuit and a couple other fast boats. A boat that we thought was our closest competition in our class turns out to be Bump In the Night, a J/35 we owe time too. This is a well sailed boat so it doesn't hurt that they have caught us, as long as they are the only ones. We are still trying to find Prevail. We need to finish 36 minutes in front of her. A boat further North has a Beneteau insignia on her sail. With current winds we are more than 36 minutes in front of this boat, but we are not 100% sure it is Prevail. This could be the Bene 36.7 and Prevail is one of the boats in front of us. Greg makes sausage, egg, and hash browns. Along with the hot coffee this is a great boost to the crew. It tasted so good.

We were now 10 miles from the finish. We were close to Bump In The Night and a J/120. The VMG on Port was 4.5 while it was only 2 on starboard. We

were not sure why but the other two boats were staying on starboard. We did not want to get separated from these boats since they were providing great motivation sailing close by. We tacked over to starboard and wait for them to tack back. We should be able to cross them, then tack ourselves so we would stay between them and the finish. We sailed 20-30 minutes when finally they tacked over to Port. We crossed them and tacked ourselves. They were close enough that we heard them yell something. Sounded like "something something starboard". We checked if we were dragging lines to starboard. No, that was not it. Greg, then asked "Are we supposed to round a mark down here". No way. I think I would have remembered something as important as that. I had put the entire route into both the lap top and the hand held and double checked both. I go down below and found out that one of those channel marks just East of us was a rounding mark. Can't print what I then said. We sailed within 200 yards of this mark but now we must sail dead down wind back to it so we can round properly. Can you imagine sailing 120 miles, doing well against the fleet, and then have to retire after finding out you missed a mark. Many thanks to the crew on Bump In The Night for alerting us to our mistake. They had no obligations too. A corinthian act on their part. By the time we got back and rounded properly, the boat that might have been our competition is now within 15 or 20 minutes of us.

The finish line was a mark 100 yards off the point and the flag on shore. It was approaching 12:00 on Saturday. Some of the RC had been at the finish since 9 the night

Upcoming Activities

**Saturday Night Fever
Cruise—July 18**

**Double-Handed
Race—July 25**

**Races every
Wednesday night.**



CRUISE RACE SCHEDULED JUNE 20

KEITH MAYES, *JUBILEE*

Cruise Race – June 20th. Back by popular demand (seriously) is the Cruise with a Twist. Cruisers can add spice and excitement to the transit from Herring Bay to a designated anchorage, and racers get to enjoy the après race gathering rafted up and swinging on the hook. In my opinion this event combines the best of both worlds!

So here's how it works:

- 1) Participants register online and provide some very basic information about their boats
- 2) I pick a destination on Friday night or early Satur-

day morning based on forecasted weather

3) We hold simultaneous skippers meetings at HHN and HHS at 8:30 AM on Saturday morning - You will receive a sheet of paper telling you:

- a. what time you should start sailing – from Herring Bay (yellow buoy HHS "A")
- b. where to end up, and what if any government marks you should honor to get there

4) The slowest boat will start first (based on the boat's potential, not the

skipper's :))

5) The fastest boat will start last

6) The first boat to arrive at the designated anchorage wins

7) I will honor participants with gifts and certificates during the traditional happy hour

So what about the spice?

Your goal is to catch the boat(s) ahead of you, and stay ahead of the boat(s) behind you. Add some fine rum and you have quite a recipe for enjoyment!

I hope many of you will join me for this fun event.

Look for details on the website.

*Next deadline for
Harbour Light is*

June 15 for the

July Newsletter

FLAG DAY CRUISE

ALLEN J. WRIGHT, *TZATSKY TOO*

Allen Wright and his daughter Bev will be leading the cruise the weekend of June 13-14 this year.

In honor of Flag Day we think it would be appropriate for each of the boats to fly the largest American Flag they have and dress in patriotic colors. It might take a little imagination to come up with some hors d'oeuvres or desserts that are in a patriotic theme.

We could plan on re-assembling after dinner for dessert and coffee and libations of your choice.

Since Allen and Bev cruise on Bev's boat, *Irresistible* out of Selby Bay Yacht Club on the South River, there will not be the usual skipper's meeting on Saturday.

The destination will likely be Tighman Creek off of the Miles River at the head of Eastern Bay.

Please email us at Ajwright97@verizon.net to let us know if you plan on joining us on this cruise. We will monitor Channel 9 and can also be reached on Allen's cell phone at 301-910-5151.



SUMMER INVITATIONAL REGATTA NEEDS VOLUNTEERS

KEITH MAYES, *JUBILEE*

There are a couple of events each year where the support and participation of the membership are critical to success – the Banquet in January, the Summer BBQ in August, and the Summer Invitational Regatta in June are a few.

I am calling for assistance to make this year's Integrity Yacht Sales Summer Invitational a huge success. This is the one event which showcases our club to the rest of the Chesapeake Bay! So what constitutes success? Pretty simple really – a well run regatta on the water and a great party and awards ceremony afterwards. Planning is well advanced.

Juliet Thompson from Annapolis Yacht Club will be our Principal Race Officer – she was on the Race Committee for the recently completed J/24 World Championships in Annapolis – while Ted is making Zalek available for the committee boat.

Herrington on the Bay will again cater the après race activities under the big tent on the East side of Herrington Harbour South, and Integrity Yacht Sales is back for a 4th year providing significant financial support. Blake Waters will be there with his band providing live music.

Here is what we need from you:

1) People to help out on the Race Committee – you

don't have to have any experience, and it is a great way to see the racing action up close

2) People to help out under the tent – dinner ticket sales, beer sales, and t-shirt sales

3) People to race!

I am hoping to have 40 boats signed up, so we need every HHSA racer on the water mixing it up with the visiting boats from West River, Annapolis, Solomons, and even one from Hampton, VA.

Your club needs you!

Please put June 27th on the calendar, come out to enjoy the fun and make this the best Summer Invitational ever.

Thank you.



Above, Stefan Leader peers over the dinghy parking lot aft of *Diva II* at the Memorial Day Cruise.

Below, Andrea Heintzelmann hosts potluck aboard *Diva II*.



JUNE CRUISING REPORT

AL DEL NEGRO, *SOLACE*

At last the cruising season is in full swing. But as I sit here writing this, the fate of the Memorial Day three day trip to Hudson Creek on the Little Choptank and then to Grace Creek off the Choptank (and Broad Creek) led by former commodore Stefan Leader and Andrea Heintzelman (*Diva II*) hangs on the weather which has been pretty dismal this spring. It's been a spring reluctant to give way to warmer weather. Nonetheless, we are not fair weather sailors and we know how to enjoy ourselves rain or shine. To round out the month of May, the following week, Commodore Ted Slotwinski (*Zalek*) led the New Member's Breakfast and Cruise.

June's schedule is in full swing with the Full Moon Cruise on June 6, 7, and 8. This year, cruise captain again is Vice Commodore Tom McGarry (*Ventreil Magh*). Last year we joined Tom and his wife Nina for this cruise for the first time. The weather cooperated and the rise of the moon on the horizon was a thing of beauty. As I write this, two weeks before this year's cruise, the trip promises to be even more spectacular as the moon rises earlier than on last year's cruise.

The Flag Day Cruise follows the next weekend on June 12 – 13. The annual cruise leader for this cruise is Allen

Wright (*Tzatsky Too*) accompanied by his daughter, Beverly (*Irresistable*). Following in quick succession is the Race Cruise led by Keith Mayes (*Jubilee*). Cruisers (and racers) who have never participated in this event are missing out on a great experience. We learned a lot about racing and sailing just from the one race-cruise in which we participated and we had a rollicking good time to boot.

This year, Ardell Hoveskeland (*Valhalla*) proposes a circumnavigation of the Delmarva Peninsula, a ten day or so trip. Please see Ardell's outline of the cruise on page six. Any member who wishes to join should contact Ardell so he and Lucinda can establish

a timeline and schedule for the cruise. Plus, if there is sufficient interest, Ardell has volunteered to lead a cruising seminar on the subject of traveling down the ICW and on cruising to the Bahamas. Again, please contact Ardell if interested. (ardell.hoveskeland@verizon.net)

Don't forget to check the website often to update yourselves on the cruising schedule. Pick-up cruises are also a possibility to fill in the schedule when there are no scheduled cruises on week-ends. We'll see you on the water!

AUGUST MOONLIGHT CRUISE TO CHINCOTEAGUE

BY ARDELL HOVESKELAND, *VALHALLA*

Please join us on our cruise to Chincoteague and a circumnavigation of the DELMARVA. We plan to depart Saturday, August 1 and return to Herrington Harbour by Sunday, August 9. This will be a 400 mile cruise that will feature two overnight sails under full moon conditions. If you have never experienced moonlight sailing on the ocean, this is a chance to discover why so many sailors rank it as one of the greatest experiences ever. Also, if you are considering sailing to the islands and are wondering if you and your crew are up to making the passage, this is a perfect opportunity for that shake-down cruise.

Our plan is to take 2 days to cover the 60 miles to Schaefer's Marina at Chesapeake City. Our first overnight sail (about 140 miles) will have a Monday morning departure, transit

the Delaware Bay in daylight, go down the coast in moonlight, arriving Chincoteague Tuesday morning.

We will spend Tuesday and Wednesday nights at Chincoteague.

Thursday, we will depart Chincoteague about mid-day for the Chesapeake Bay (about a 120 mile sail planned). We should experience the full moon rising as we approach Cape Charles. We will take the North Entrance (under the bridges) to avoid the heavy shipping further south. I've targeted the Great Wicomico as our Friday destination. Saturday & Sunday, we complete the remaining 70 miles to Herring Bay.

Notes on the cruise:

* Radio: we will monitor Channels 9, 13 & 16.

* For those without Radar, Valhalla will make nighttime Securite'

announcements (on Channel 9 to HHSA fleet) about ships that have been spotted to supplement your watch.

* Weather: In addition to NOAA broadcasts, we have OCENS GRIB data and subscribe to Chris Parker's weather forecasting service. Weather conditions and forecast take priority over the cruise schedule.

* Safety: In addition to normal items, we recommend jacklines and being "clipped on" during all night sailing.

Please contact Ardeell Hoveskeland if interested in this cruise (Ardeell.hoveskeland@verizon.net). (I won't be able to respond until early/mid June because we will be returning *Valhalla* from the Bahamas)

Remember our website
address:

<http://www.hhsa.org>



MEMORIAL DAY WEEKEND CRUISE SUCCESSFUL

BY STEFAN LEADER

DIVA II

The Memorial Weekend Cruise was a great success with a total of ten boats participating for one or both nights (*Diva II, Sweet Liberty, Island Time, Ventreil Magh, Solace, Cantata, Irresistible, Tabasco, Skylark* and *Phoebe II*). The first ever pot luck dinner aboard went over very well. After six hours or more of challenging and lively windward sailing in the face of a 15-20 knot southerly, crews were clearly hungry

and dove into the various dishes with gusto, leaving few if any leftovers. The chat was lively, the wine flowed and all present had a fine time.

Although the Hudson Creek anchorage was a bit windy on Saturday evening, there was little chop and no wind shift. All anchors and rafts held firm with no "Chinese fire drills" during dinner or later. We understand John Locke came by in his dink after dark looking for

interested party goers and volunteers willing to test the latest batch of Trish Creevy's potent non-prescription sleep aid, otherwise known as Lemoncello. Andrea and I declined and were asleep by 10 without assistance and slept very well. Even Tigger's nocturnal ramblings did not disturb us. By early Sunday morning the wind had abated and most importantly, there was no rain.

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MY NEW FAVORITE RACE (CONTINUED)

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before and they would remain until 5 - 5:30 Saturday afternoon. Hats off to the Finish RC. We watched Bump in the Night go all the way into shore, what looked like less than 50 feet from shore before tacking. They short tacked all the way into the finish. At times they seemed to be only what looked like a boat length from the shore. We noticed that current was against us and the charts indicated that it was deep all the way to shore. We also noticed that to the South had very little wind, we were seeing 7 apparent and it looked like we could stay in better wind by staying closer to shore but still did not see a need to go as far as Bump. When we got to a 1/4 mile from the finish we then understood why Bump went so far in. The current against us was so hard that half the crab floats in the area been pulled under. We could point the bow toward the finish as long as we kept the 7 apparent. When it dropped to 5 our nose drifted East away from the pin. Within 50 yards of the finish we had to tack. Due to the current our tacking angle was something like 120 degrees. We saw that the Bene 36.7 which went way in to shore like Bump had made

up tons of time on us in just these last 10 minutes of the race. If we did not get a puff of wind soon we would not have enough momentum to tack back to the finish before the Bene 36.7 passed us. At that moment we got a puff of wind and tacked for the finish. Did we tack too soon? Another set of tacks and we would lose minutes and most definitely finish behind the Bene 36.7. The wind was holding but the boat was all over the place in the strong current. We were so close to the pin that we had to be careful not to hit it. If the wind fell off even the slightest when we were along side we could easily fall back down onto it. Greg and I were discussing that as soon as we felt any wind pressure drop that we would crash hard over and try again. We were doing 4 knots through the water but less than a knot past the mark. Finally, we heard the RC announce over. Got the engine on and quickly got away from the finish line, got our sails down and enjoyed at least one cold beer on the way into the Yacht Club.

Coyote is the ninth boat in fleet to finish. Exactly where we needed to be. Only two

boats in the entire fleet, that we give time too, passed us. Had we not missed the one mark we would have had at least a chance at holding off *Bump In the Night* and been very very close to first in our class. In the end they knew about the current at the finish, so maybe they would have passed us any way. The boat we thought could have been our competition turned out to be the Bene 36.7 from PHRF A. They, like *Bump In the Night*, did a much better job staying out of the current at the finish. We finished a hour ahead of *Prevail*, but we owed *Black Widow* more than 3 hours. With the winds we finished in, it looked promising. Unfortunately the SE winds they had been predicting all morning filled in. The boats behind us were reaching in on a direct line to the finish. *Black Widow* ended up correcting over us by 26 minutes. So we ended up with 2nd in the Non-Spin Class and 12th overall. We are proud of how we faired, but it also hurts knowing how close we came to first. We play the "What If Game" that all losers play, but we also know that *Black Widow* sailed a great race too and deserved the

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Cantata departs after the first night of the Memorial Day Cruise.

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The sail to Grace Creek on Sunday provided a welcome counterpoint to Saturday's brisk conditions. In contrast to Saturday, the Sunday sail was a smooth, sedate and relaxed reach and run of about 15 miles in 8-10 knots of wind. Grace Creek was as well protected as I remembered and proved quiet and serene on Sunday evening with deer grazing on a nearby field. After dark, Hooper Harris (*Tabasco*) lit

up the anchorage with a demonstration of "fire breathing" that "wowed" all present. (You will have to ask Hooper for details.) On Memorial Day we did a special breakfast on *Diva II* for our raft mates, *Tabasco* and *Irresistible*. All were underway by about 11 and most were home just ahead of the late Sunday showers. All in all a fine sailing weekend.

**Herrington Harbour
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LABEL HERE



**Herrington Harbour
Sailing Association**

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

MY NEW FAVORITE RACE (CONTINUED)

(Continued from page 7)

win. While she was within sight she was holding her own against us and she finished way ahead of her peers. So Greg and I can't wait until Memorial Weekend 2010. We have unfinished business to attend too.

Another HHSA boat, *Honu*, also did this race. Even though they had engine issues and one of their most experienced crew had to drop out the day before the start, they still raced on knowing they would have to sail back up North without an engine when they were done. They ended up crossing the line 29th in fleet and I think they enjoyed this event as well.

Many thanks to HYC for getting this event going again. They had help from others but

95% of the effort was HYC. There were so many things they did that I thought was great, I can't list them all. As mentioned earlier they manned the finish line for over 20 hours. As each boat finished they called the times in to the club where they were posted for everyone to see. Everyone that finished gathered to see how they did against those that already finished and as each boat finished after them they could see if they got bumped down or not. They also placed a free keg of beer near these results. They also had a free keg at the awards ceremony. We were going to get a slip at one of the nearby marinas but as we approached someone from the club waved us over and told us we could use one of

the member's slip for the night. Great we could just hang out at the club and not rely a water taxi. The next morning I was up at 6:00, hanging out in front of the club enjoying the morning view and the women cleaning the club and preparing the kitchen opens the door and hands me a cup of coffee. She explains that the club will not be open for another two hours but she thought I would like a cup of coffee. It's those little things that make you feel welcome. HYC certainly made us feel welcome. So much so, that in 2010 we are considering staying the week so we can participate in the Southern Bay Race Week. Unlike CBYRA race week, the SBRW is known for having wind.