



## COMMODORE'S SIGNAL

Last month I alluded to the fact that it is the time to make a commitment to make a permanent home for SMSA by looking into the purchase of a parcel of land. I have been very pleased with the positive response and attitude of the membership to look into this proposition. I hope as this proposal develops, that the enthusiasm and commitment continues to grow.

If the membership supports this venue, it shows the commitment to the SMSA value of promoting sailing through the many programs that are offered. Just imagine the ability to grow the programs and membership when moving forward with a place of our own. I'm so confident that the membership will be onboard when asked to move forward.

As the process of acquiring a home for SMSA moves forward, through studies and committees, please continue to be supportive. Opportunities don't come often and with some hard work and commitment, sailing programs will always be active locally. Please let I or the other board members know if you have any questions or if you feel like you'd like to be on a committee to see this forward. Sailing needs SMSA support to grow locally!

By the way, it's going to be fun working with the new officers and program chairs. There has already been a load of issues discussed while making plans for next year. There is still much more that needs to be reviewed. All of this work is to benefit you and future members. Don't let it go to waste. Invite others to join the programs. Consider trying other programs that you don't normally participate with. There are many experiences that are waiting for you.

See you soon. Support Local Sailing!

*Clarke*

**November 28—SMSA members have overwhelmingly approved negotiating for the Locust Inn property by a vote of 77 yes to 11 no. A total of 91 votes were received.**

## HAVE YOU CHANGED YOUR ADDRESS OR CONTACT INFORMATION IN 2010?

By Laura Comeau-Stanley

If you have changed your address (snail or email), phone or other contact information during 2010, please take a moment to notify me by email ([membership@smsa.com](mailto:membership@smsa.com)) or by telephone (301-737-4201). Updates made to the Membership Database will ensure that you receive all club notifications in a timely manner.

The 2011 Membership Renewal Period is right around the corner. It is expected that all renewal notices will be mailed in early January and become due in mid-February.

## Junior Committee Meeting

Members interested in helping ramp up the Junior program and assist with various programs will meet at SMSA on Monday Dec 6th at 7:00. Want more information? Contact: Jimmy Yurko, 240-434-1312, [Junior@SMSA.com](mailto:Junior@SMSA.com).

## Adopt an Opti Program

Our Adopt an Opti program is up and running. We have 12 opti's that need a home for the winter, three have been spoken for...how about you? This is a fun winter project. The boats will need minor dings and dents repaired, some touch up paint & varnish and a bit of TLC to the rigging. We will be organizing work times at the clubhouse for folks who want to pitch in but don't have a garage (or space in the garage) for an opti.

Want to sell something or do you have an idea for the Clew? Please send words and pictures to [clew@smsa.com](mailto:clew@smsa.com). Questions? Call Roger Bayer 301-934-3925. The Clew is published the first of each month. Submission deadline is the 15<sup>th</sup> of the month. The Clew is edited by Ellen Aulson and Roger Bayer.

## Finding A New Clubhouse

By Dave Meiser & Roger Bayer

Beginning in 1990 SMSA used a large home at the end of Calvert Marina as a clubhouse. We were able to use this facility for a very low monthly rent. Roughly five years ago, the property owners decided to develop the property on which the clubhouse was standing. We were very lucky to find the current location that we now lease on Main Street.

The expanded facility and location has provided us with the opportunity to grow all of our programs, with the potential for even more growth. The facility, combined with the hard work of members, has made for a better club. That's the good news.

The bad news is that our use of the current facilities is very tentative. It is no secret that the current owners are waiting for the real estate market to improve before they decide on the future of the property. Currently we are in a one year lease agreement, and although there may be the potential to negotiate a three to five year lease, the current owners have not shown interest in selling, and definitely not at a price that would be affordable to SMSA.

Needless to say, if the current owners of our clubhouse decide not to renew the lease, or someone with a larger checkbook was able to purchase the property, the impact on the club would be severe. There is really no place for us just to "pick up and move to". So, no junior camps, no small boats, no Friday socials, no Commodore dinners, Christmas walk,... This is why the board of directors has been looking for our permanent home, since we moved to the current clubhouse. . Until the Locust Inn property became available, the cupboard has been bare.

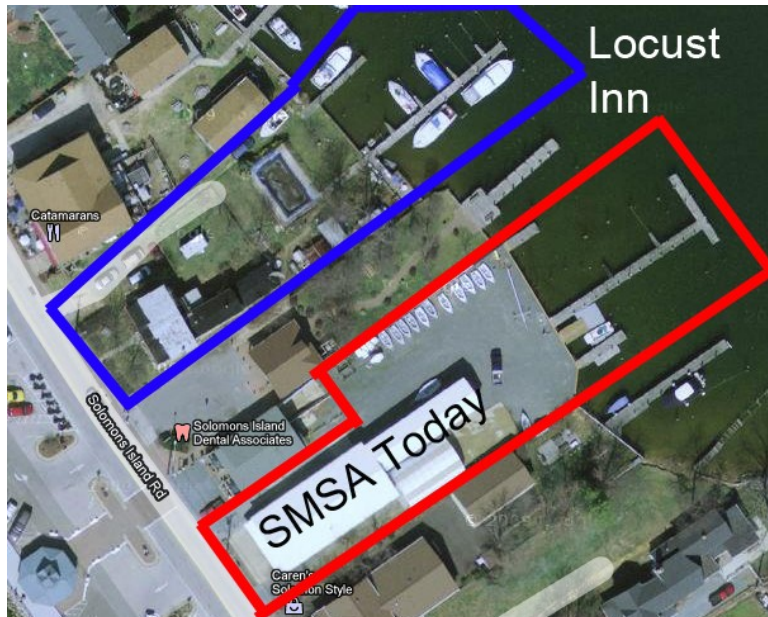
The Locust Inn property is the first affordable offering that will support the growth of SMSA, assuming success of negotiations. The building seems to be adequate (maybe), for the short term. The land could not be much better.

Just before going to press, the Clew learned that the members have overwhelmingly approved entering into contract negotiations for the Locust Inn. With this approval, there are a number of steps before we have a new home. A fair price has

to be agreed upon, in-depth property inspections must be completed successfully. Required immediate improvements must be determined and priced. Financing has to be committed.

If and when we purchase the property, then the work has to start to get the property in shape so we can move in. Most likely, there will be many more Clew articles on the subject.

While we will be actively negotiations for the Locust Inn property, the members who attended the annual meeting directed that a full review of other options should be completed again. This will be done.



Aerial view of current clubhouse and Locust Inn usable properties. The Locust Inn property is close to our current property size.



Locust Inn



Seven signed up, five made it

# Halloween Cruise to Cambridge

By Kate Miller

This was the 7<sup>th</sup> year of Chris and I (Kate) leading an annual SMSA Halloween cruise to Cambridge in late October. This year the cruise was on Friday, October 29<sup>th</sup> thru Sunday, October 31<sup>st</sup>, and we had 7 boats signed up to go – our largest turnout ever. Due to an injury during a race the weekend before, Barbara and Jim Whited on *Whiskers* let us know they would be unable to make the trip. The winds that Friday were predicted to be 15-20 knots out of the northwest, with temperatures in the low 60s during the day. While Chris and I were finishing up our provisioning for the weekend (at about 10am on Friday morning – a relatively late start even by our standards), Rita and Frank Gerred from *Calypso* called to let us know that due to the conditions they were going to wait and try to sail up on Saturday instead.

As we got to our dock, we noticed that, as expected, Carol and Smitty Smith on *Noon Somewhere* had already left Spring Cove. We left and put one reef in the main before leaving Solomons harbor, based on the wind predictions. When we cleared Little Cove Point the winds increased to 15 to 20 knots, with higher gusts. As we started to clear Cove Point and the gas docks, the wind and waves increased so that we were seeing over 20 knots consistently and waves were around 3-5 feet. We turned down slightly to improve the angle to the waves which allowed us to sail upwind at about 4-5 knots. That worked for awhile, although the conditions remained challenging.

We noticed another boat heading upwind but closer to the eastern shore, and began closing the distance to them, trying to see if it was another SMSA cruiser. The waves continued to increase in size, and winds were 22-25 with gusts to 30. We noticed the other boat having trouble with their sails and then turn downwind and back toward Solomons. It turns out that it was Mardy Millen and his friend Karen on Marty's Bristol 35. With a torn mainsail, and with seasick dogs on board, they wisely decided to return to Solomons.

After *Sequoia* tried to anchor herself, mid-bay we decided to turn on the motor and motor sail toward our destination.

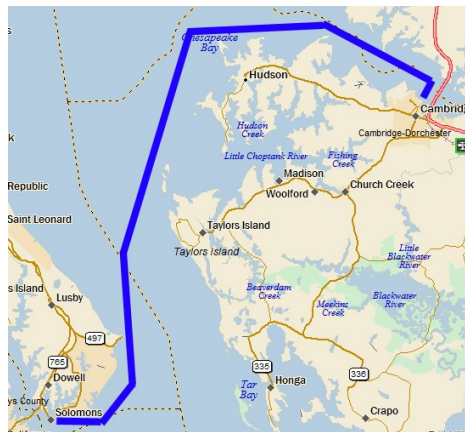
We motor sailed close hauled until we made it to the Choptank River. We had a fast downwind sail into the Choptank toward Cambridge. We kept waiting for the winds to calm down a little so that we could take down the mainsail, and finally had to settle for a “calm” 22 knots, as we were nearing our destination, the Cambridge Municipal Marina. Main down, we motored in, we noticed another sailboat motoring in behind us – *Reflections* with Rich, Patty, and their friend Dottie. When we arrived at the dock, Norm Dawley from *Pursuit*, Carol and Smitty, as well as two of the Marina employees were there to help us dock.

Once *Sequoia* and *Reflections* were both safely docked, we were able to exchange stories about some of the most challenging sailing conditions I've seen on the Bay. Norm and Rosemary Dawley had made the trip up on *Pursuit* on Thursday, with great southerly winds carrying them up the bay and giving them 70+ degree temps along the way! Next time we'll just skip work the day before!

We had a very pleasant stay in Cambridge, taking an historical tour, shopping, visiting art galleries and the marine museum, and eating in restaurants that included Snapper's (crabcakes were excellent!), Canvasback, and Jimmy & Sook's.

Frank and Rita Gerred on *Calypso* did join us on Saturday, with much less challenging conditions than Friday. We enjoyed a happy hour on *Pursuit*, which accommodated all 11 cruisers in their salon below so that we could stay warm – especially after they had baked chocolate chip cookies!

The sail back on Sunday was beautiful. We were the latest to depart at about 9am, except for Frank and Rita who were staying until Monday. We enjoyed 10-15 northwest winds, which meant we were somewhat upwind heading out of the Choptank, but with few waves, and were able to sail on a nice broad reach down the bay, with waves from astern. The temperatures were pleasant in the 60s, and we made it back to the dock before 2pm. For those thinking about this cruise next year, we generally have great winds (maybe a little too much this year), pleasant temperatures, and great stories afterward!



# Departing Race Chair Thoughts

By Joy Dorethy



This is my last Clew input as SMSA Race Chairman. As with any hard racing season, I look forward to the end and yet am saddened by it. Marc Briere is taking over as chair and has a lot of enthusiasm for the job.

I am pleased that the number of boat owners who have committed to each year's program has not decreased and those who stopped racing were replaced by new boats. The Big Boat racing budget was more than balanced this year. There is a surplus. Having been a deficit program since inception, it is nice to go out proving it can be done.

There are many people who have helped me with advice, emotional support, and good old elbow grease. If I listed them all here, it would be about half of the membership and half that are crew on many of my favorite boats. I have loved being able to send out a blast email and get a nice group of people to show up every time I needed help.

Crewing a racing boat competes with many other fun activities. This is why it is difficult to get crew for your weekend racing. Getting crew is the biggest issue that still needs to be overcome. Boats will always be on the line if there is crew. It does not matter the distance of the race, the number of starts, the quality of the awards, the date and time of the start, or even the weather. If you don't have crew, you don't go.

I do not have a solution on how to get more crew. I do have some ideas, but don't we all? Those who do winter activities should think about bringing those winter pals onto boats for the summer. Bowlers should build up their other arm on a winch. Tennis players are the best to have out there due to their endurance and forearms. Quilters have an attention to detail that would make them great in the pit. No matter your size, age, or shape, there is always a position that works. There are a lot of people living here; we have to open our eyes, minds, and hearts and let them in. Or even, drag them kicking and screaming onto a boat and help them find out what puts that silly, happy grin on your face.

Keep this in mind for the future – we are a Sailing Association, not a Racing Association. We are one that is based upon Corinthian principles and not on enforcement. There are the mechanisms of re-

dress and protest to handle when people think someone is racing unfairly. Do we really need 74 race dates a year? If the history of a race shows only 3 boats racing for the past 3 years, who is going to miss it if it no longer exists? If there isn't a race scheduled, go sailing anyway. Let's sail and keep it fun.

But, rules and schedule are not the Race Chairman's decisions; it is the Vice Commodore and Commodores' using input from us all; the race chair provides an initial input, gets to watch while all the ideas get criticized, questioned, and redone, and then gets to make sure the final decisions get out to everyone via the circular, and that the program runs as planned. The only reason it works is because EVERYONE contributes, not just 8 of the 32 boat owners and not due to members only. It is Your race program, not the race chairman's; act like you own it.

Thanks and see you at the awards banquet!

## Fiberglass Repair & Construction Clinic:



Are you interested in learning the basics of repairing and constructing projects in fiberglass or other composites? We will be hosting an introductory session on fiberglass repair & construction. Learn about the types of materials used in construction, safety procedures, and repair and construction techniques, tools & get some tips from experienced builders. Come on out & learn about this fascinating technology.

**Friday night, Dec 17 at 7:00pm**

**SMSA Clubhouse**

# Audibles from the Race Chair

By Marc Briere

Big Boat racers have been passionately responding to discussion topics initiated to begin a review of the changes made to the race program over the past few years. Then we can democratically determine if we need to go back to what we had years ago in order to go forward in program participation. The hot topics include:

- **Schedule** – We’ve gone from 1 weekend a month commitment to 2 weekends a month on average. This has become unsustainable in busy summer month personal schedules of big boat owners and crews. We’re looking at re-compressing the schedule by returning to the pairing of Invitational or Series Races on the Sunday afternoon following three Middle Distance Races (Sharps, Hooper, Smith).
- **Fleets and Starts** – We’ve gone from three starts on each of the weekend races (A, BC, Non-Spin) years ago to two starts (ABCD and Non-Spin) in response to dwindling participation numbers. This unfortunately competes significantly faster (on an average) A fleet boats with the BC fleet boats. Active BC boat owners who have been racing non-spinnaker committed to BC fleet spinnaker starts if the competition (and the trophies, points, etc.) did not include A fleet boats.
- **Sailing Instructions** – The club has a lot of flexibility in the start time, start location, race format and race length for our sanctioned, formal and informal racing. There are suggestions that we all revisit these four variables in next year’s race program to improve participation, improve the quality of races, reduce the time commitment for non-middle-distance races and further de-conflict race schedules with our owners’ and crews’ personal schedules, if possible. Additional meetings and discussions will need to take place in early December to discuss these issues and come up with a general consensus from the fleet.
- **Communications** – I am looking into significant revisions to the Race Program’s online presence to improve the opportunity to add new sailors, boats and interest in SMSA racing programs. I have spoken with our website host, emeritus member Ron Spicuzza, who supports the ideas and has given us unconstrained flexibility. We will have areas for captains to showcase their boats and commit to races, for crews to commit to boats for some or all races and for RCs to commit to race management. We will have an area for after race replay of GPS tracks and overlay weather conditions and optionally have live tracking of races. There is a host of technology that we can incorporate in our site to improve our communications amongst ourselves and to the rest of the local area (and the world). We will prioritize upgrades and design the site to be flexible to future changes and facilitate data maintenance.

I am excited to be a lightning rod for discussion amongst the fleet already and envision that the results of this ongoing discussion churn is likely summarized by the old adage “the more things change, the more they stay the same”. We tried several changes in response to dwindling participation in the past and by the mid 2010s we’ll likely find ourselves with a big boat program not unlike what we had in the mid 1990s.

Keep those emails, questions, comments and feedback coming.





## You are invited to a New Year's Party at the Clubhouse

Kristi & Jimmy Yurko have rented the club house for a New Year's Eve Party and all members are invited. The Clew asked Jimmy for more details. Jimmy said that the party will start at 8 PM and will be great! He went on to say that he and Kristi have not had a chance to do more planning.

If you are interested, here is Jimmy's contact information for an RSVP. When you make contact, why not offer to help?

### YEARBOOK PHOTOS NEEDED!

2010 photos are needed for the yearbook. Please e-mail photos relating to SMSA to webmaster@smsa.com, or mail copies (either hard-copies or electronic -- on CD/DVD) to

Attn: Yearbook Editor

P.O. Box 262

Solomons, MD 20688

We still have the US Sailing **Handy Guide to the Racing Rules** which was a group buy. They are available through Kristi Yurko (240-725-0475), Kristi.Yurko@gmail.com) for \$5....a nice discount off of the US Sailing web-sites



## The Social Chair

By John Dixon



By the time Decembers' clew is available the last frostbite will be over and SMSA's 2010 sailing season will be completed. November offered us the Annual Membership Meeting and Brunch. Thanks for everyone's attendance, the spirited discussions on the potential new clubhouse and the great food! This could be a great move forward for the club, and I look forward to being involved in the process.

December brings us the Annual Holiday social, December 4, 6:00 to 10:00 pm. Come out and celebrate the season and spread holiday cheer with your fellow club members. Remember, this event coincides with the Solomon's Christmas walk. Holiday ham and biscuits will be provided and members are encouraged to bring a side dish to share, appetizers, main dish or dessert. Anyone wishing to help out with decorating the clubhouse please contact Bob Stratton or myself. Since the event is early this year, clubhouse decorating will need to be done just after the Thanksgiving Holiday. Come out and help light-up the clubhouse with Holiday cheer!

A banquet hall has been secured for the Annual SMSA Awards Banquet The event will happen at Lenny's Banquet hall, January 8<sup>th</sup>, starting at 6:00 pm with a cocktail hour followed by a Buffet style dinner, the awards presentations followed by music and dancing. Flyers/Invitations will be sent out to members with requests for RSVPs' and your choice of menu selections. The cost per person is still being worked-out and will be included on the website's front page scroll and weekly happenings emails. Any ideas/suggestions from the membership are encouraged and appreciated; send them to me at jdixon29@verizon.net. Also, make your plans for the resumption of the commodore's dinner; the next one is scheduled for December 16<sup>th</sup>.

Lastly, but certainly not least I would like to offer an heart-felt thank-you and a job well done to Joy Dorethy our outgoing Race Governor. Your hard work, dedication and attention to detail will surely be missed!

Enjoy the fall and look forward to seeing everyone, Cheers, John!

### *Annual Holiday Social*

*Holiday ham and biscuits will be provided  
and members are encouraged to bring a  
side dish to share, appetizers, main dish or  
dessert.*

*December 4, 2010*

*6:00 to 10:00 PM*

*Coincides with the Solomon's Christmas  
Walk*

## December & January Commodore 's Dinner Themes

By Commodore Clarke McKinney

The Commodore's Dinner for **December** will have a local seafood theme. Try your hand creating a variety of entrees using the seasonal local seafood that is available. Supporting dishes don't have to include seafood.



The **January** theme is a Key West fling. Whip up conch chowder, key lime pie and if you are a real sport, stone crabs! It is time to be creative.



Everyone's invited to bring a dish to share. So far there has always been a variety of appetizers, salads, entrees, and desserts. I hope that the luck continues. The bar will be open for those interested. Maybe Donna Maneely will get some recipes or ideas from these dinners for the planned cookbook that is due to be released at the beginning of next year.

## A Good Place To Sail Your Buccaneer In January

The Upper Keys Sailing Club, Key Largo Florida is again hosting the Dead Dogs & Tin Whistles Regatta for Buccaneers & Mutineers. This regatta will be January 14, 15 & 16. The regatta consists of two different events, a race around Porjoe Key (7miles) on Friday, followed by two days of fleet racing on Saturday and Sunday. We will have a beach barbeque Friday night, and a Pig Roast on Saturday night. UKSC is a great little club. The typical weather in January is about 70 degrees with breezes in the mid teens. The water is crystal clear, and it is a great time in every way...ok the 19 hour drive could be better ;)



If you are interested in attending, there are Buccaneer skippers looking for crew, and there are Buccaneers available for charter.

Contact Jimmy Yurko

240-434-1312

[jimmydyurko@gmail.com](mailto:jimmydyurko@gmail.com)

### Need a Buccaneer To Sail?

2005 Buccaneer 18 built by Nickels Boat Works

2005 Nickels boat trailer

North Sails, Skirted Top Cover

Ready to sail, ready to race...fast fun boat.

\$8500

Jimmy Yurko

240-434-1312

[jimmydyurko@gmail.com](mailto:jimmydyurko@gmail.com)



# The SMSA 2010 Women's Fall Race Series:

A Compilation of Comments from the Skippers...

By SarahSouthworth

Probably the most challenging part of any women's race series is acquiring an all female crew and within this crew, accumulating enough knowledge to safely race a boat. One of this year's six competing boats has an all female crew! However, the other competitors had to create crews. Finding knowledgeable crew for each of the racing positions is optimal; but often not possible. Then, once the crew is assembled, the skippers try to arrange one or two practices, introduce the crew members, become familiar with the boat, learn to work together and smoothly execute the necessary sailing and racing maneuvers. But often women step onto the boat for the first time the morning of the race. It makes for a challenging event!

On first time racer, *Beautiful Day*, Tracy Donnelly had spent the summer conquering her fear of sailboat heeling by crewing on a race boat. Initially joking with female crew members from *Shermax* and *Toby* about racing *her* boat in the Women's

Fall Race Series, as race time grew near, she found the joking suddenly became serious! The crew was able to practice twice on *Beautiful Day*, even though more than half of them lived in other states. "Entering this race with a sense of humor, lovely pink tee shirts and good camaraderie was what kept me from tucking tail and wimping out on race day." Her statement accentuates

important goals of women racing: to get women out on boats, increase their knowledge, expand their comfort zones, build their confidence, enjoy crew camaraderie and create new friendships, using calm, supportive vocalizations.

*Lickety Split's* Donna Maneely and regular crew members Ruth Lambert and Les Griffith (Les being described as worth every second of the 5 second per mile "guy-on-board" penalty), recruited a previously winning female skipper, Angie Baylis (*IRETSU*), Nancy Riddell off *Cheetah* and novice sailor, Donna Turner, from out of town.

Sarah Southworth, the regular skipper on *Krugerrand*, and regular crew member Anne Lusher, both from the Fredericksburg, Virginia, area, initially had great success in recruiting NON-sailors! "To race, we needed crew with *some* knowledge!" Fel-

low SMSA women sailors helped by introducing her to *Rum Punch's* Robin Wette and *Stingray's* Nicole Doub. Sarah added her non-sailing, younger sister, Jane Bailey, and the foredeck crew was complete. However, two days before the race there was no one who could trim! By searching on Facebook, Saturday morning she picked up Dahlgren racer Melissa Hodan from *Goin'*. And then Sunday, while motoring out to race,



*Kurfgerrand's* crew celebrate their win. From left to right: Trish Wolfbauer, Robin Witte, Stephanie Woolsey (in navy), Nichole Doub, Anne Lusher, Jane Bailey (in red), Sarah Southworth (in yellow), Liz Sproul (in green), Melissa Hodan, Anna Colopy (in blue)

a cell phone call had her swinging by the Harbor Sounds dock to pick up sailor Liz Sproul, from Washington. The rest of the crew consisted of "want to learn to sail"-ers Anna Colopy and Stephanie Woolsey from Fredericksburg and Trish Wolfbauer, from Severn, MD. She had one "newbie" who chose not to go out "on such a bad day."

In the spinnaker fleet, women racers from the West River drove down to race by pirating JR Johnson's boat, *Jolly Roger*. Complete with pirate garb, Beth Berry, Pam Morris and Dale Macon



from *Bump*, joined forces with *Yellow Bird's* Holly Budd and *Kvack's* Susan Myers. "Betsy Dodge found us a boat and a generous boat owner; J.R. Johnson. J.R. had the boat "race ready" and he spent time going over the boat particulars with us! Everyone welcomed us with open arms, was extremely friendly and made it so easy for us to compete that we will definitely support the regatta in the future," Pam Morris said. "The spirit and theme of the women's regatta pulled us together as pirates to give a good showing for an away regatta and a boat that we just jumped on!"

The *Whiskers* crew consisted of owner Barbara Whited and regular crew members Niki Baker, Barbara & Laura Herbig, Megan Hildenberger, Jennifer Miller and their skipper, Kate Miller. Other crew consisted of SMSA locals; *Slot Machine's* Heidi Henn and Kimmi Egbert and Kris Young from *Lakahi*.

Barbara Miller, Shannon Walters, Emily Manders, Joy Dorethy and skipper, Betsy Dodge, were on the legendary "all female crew" boat, *Spinnster*.

Held in October and having earned the reputation for "a nasty weather race with higher than average winds," for a pleasant change the weather prediction at the Friday night Skipper's Meeting was looking perfect with 10-12 knot winds! However, by Sunday morning the winds were blowing; predicted to be 15-20 knots with gusts to 25-30 and as the day progressed, to increase hourly, with rain. "Same old, same old," several women skippers bemoaned as they motored out of their slips under a cloud filled sky. "It wouldn't be the Women's Series if the weather was nice!" For first timer Tracy Donnally, who was having second thoughts about racing due to the weather, her husband helpfully said, "It's time to take off the training bra, Tracy." Although she did not skipper her boat, she said, "I went along and helped where ever I could. My whole mission was to survive. It was a major turning point for me in sailing. I watched our crew in wonder while they joked and

maneuvered challenging wind gusts and slippery rain-covered decks with ease."

On *Krugerrand*, Sarah Southworth was finishing her first season at the helm racing spinnaker and felt the winds and gusts were more than she should attempt to helm, especially since the trimmers had been unable to practice and were accustomed to much smaller boats and sails. "My (regular) crew has convinced me that trimmers control the boat, often verbally fine-tuning my actions at the helm, and my first priority was to keep everyone and the boat safe," she said, "So we discussed our options and with my crew's mutual consent, we put up the non-spin flag." Later in the day, the crew thanked her for making the tough decision not to race spinnaker.



Whiskers on the course. Note the heavy, gray clouds.

*Lickety Split's* Donna Maneely said, "It was good to see *Krugerrand* flying the blue and yellow burgee to know that there could be a fleet of three of us to go non-spin."

*Beautiful Day*, initially the only non-spin boat and having no spinnaker, had decided to take a favorable rate change and race non-spin in the spinnaker fleet. They were happy to have a non-spin class of three boats. The spinnaker class also consisted of three boats: *Spinnster*, *Whiskers* and *Jolly Rogers*.

Usually held in the bay, Max Munger's Race Committee surveyed the race conditions and radioed for the women racers to meet him in the vicinity of river race mark "V". The first two races were a beat to "A," reach to "T," and a run back to "V;" twice around. The third race was shortened to two laps of "T" to "V." There were strong, gusty NE winds and swells coming in from the bay; but not the really large bay swells. The wind was strong enough during the first race for *Krugerrand* to hit 6.2 knots with a reefed main and # 3 jib, with upwind speeds averaging in the upper fives. "We had wind!" One of *Whisker's* crew who has raced and sailed all over the country said,

See 2010 Women's Fall Race on page 10.



### First Annual SMSA Ski Trip... 11-13 February 2011

Plan on joining us for the first annual SMSA Ski Trip to Seven Springs Mountain Ski Resort in Champion, Pennsylvania. Seven Springs has been voted the *Best Family Ski Resort in Mid-Atlantic*. We will drive up Friday afternoon/evening on 11 February and return home Sunday, 13 February. Your weekend lift tickets, which are included in the package, provide skiing from Friday night through 7 PM Sunday. The package includes two nights stay at the lodge, 2 breakfasts, weekend lift tickets, Apres Dinner Buffet Saturday night, taxes and gratuities. Newly renovated lodge rooms include either a King bed or two Queens. Costs are as follows:

- \$557.90 per person single occupancy
- \$344.26 per person double occupancy
- \$273.04 per person triple occupancy
- \$237.44 per person quad occupancy
- Children ages 6-11, \$110.11 per child
- Rentals for weekend: Skis/boots/poles - \$36; Snowboard/boots - \$52
- Lessons – Group \$30/Private \$70
- Non-skiers receive a \$50 card for credit at the resort

Make reservations with Jim or Jody Keen at (410) 326-9452 (hm), (240) 925-1173 (Jim's mobile), (301) 904-3178 (Jody's mobile), williwaw66@hotmail.com or jodyskis@hotmail.com

**If you would like to join us and have not yet made a reservation with Jim or Jody, or have not yet sent in your initial deposit, please contact Jim or Jody as soon as possible. For those who have sent in the initial deposit of \$100 per person, thank you. Your next payment of \$100 per person is due on 19 November. Balance due by 7 January 2011. Mail deposits/payments to Jim Keen, PO Box 1488, Solomons, MD 20688; checks payable to James Keen.**

### 2010 Women's Fall Race from page 9

"There was no lack of sailing talent." She was impressed with the skills of all the competitors.

Average speeds for the winning boats' three races were: NS 4.5 and Spin 4.5 knots, 5.1 and 5.2 knots and for race three, 5.4 and 5.3 knots. All of the competitors commented on how much they appreciated the "protected" race course chosen by the Race Committee; complete with the opportunity to glance over at the power boat racers and their accompanying helicopters rapidly buzzing between marks "K" and "M." The skipper of the cigarette boat *"GEICO"* pulled along side *Beautiful Day* as they motored back to the dock. He was proudly waving his checkered flag. "I assume he won," said Tracy Donnelly. "We waved our training bra flag back at them and cheered for *our* accomplishments! I don't think they got it, but I know they enjoyed it!"

After three races spanning from 10:00 AM until about 3:30 PM, *Krugerrand* was first in the non-spin fleet (1-2-1) and three bullets, *Lickety Split* finished in second place (2-1-2) and *Beautiful Day* finished third (3-POE-3).

In the spinnaker fleet, *Spinnster* finished in first place (1-1-1), *Whiskers* in second place (2-2-2) with three bullets for crossing the finish line first in the fleet and the pirates on *Jolly Rogers* finished third (3-3-3).

## NAUTICAL FLEA MARKET

**MARCH 12, 2011—9 AM TO 5 PM, CLUBHOUSE**

- Buy gear you really need at great prices!
- Sell gear you no longer need! Table charge \$10 \$15 for non-members).
- Donate gear you no longer need to SMSA for sale!

The Nautical Flea Market is being managed by Frank Gerred. He needs help setting up and managing the club table selling donated items.

Interested in a table or helping: Contact Frank at [gerred@verizon.net](mailto:gerred@verizon.net) or (410) 326-2785





The Start



Jolie Homsher



Steve Eagley



Craig Hodan



Egon French



Jeffery Moore

## Nine SMSA Members Participate

# Chesapeake Bay Laser Masters Championship

## Jeffrey Moore Takes First Apprentice Master Class

The Chesapeake Bay Laser Masters Championship was held the weekend of October 16 & 17th at Fishing Bay YC. Steve Eagley, Egon French, Craig Hodan, Jolie Homsher, Jeffrey Moore, Tom Moulds, Don Reimers, Trevor Richards and Jimmy Yurko represented SMSA. The Laser Masters racing program divides classes by age. Apprentice 35-44, Master 45-54, Grand Master 55-64 and Great Grand Master 65+. Our soon to be new Vice-Commodore, Jeff Moore won the Apprentice Class.

The 2010 edition of the Chesapeake Bay Laser Masters Championship started with high winds. The first race was sailed in the middle of the Piankatank River where a long course was set in a west wind of 22-28 knots with gusts into the low 30's. Several boats sailed out to the course and

then returned to the club. Out of around 35 starters only 22 finished.

Following the first race the fleet was sent back to the beach while the Race Committee cleaned up the carnage and broken boats across the course. A new course was set in Fishing Bay in more of a lee of the land where 3 more races were sailed. The conditions were shifty and challenging with strong wind at times, but everyone enjoyed the shorter, closer races.

On Sunday morning sailors were greeted to beautiful sailing conditions- sun and 8-14 out of the south west. 4 more long windward leeward races were sailed and it was tough to find a sailor who didn't have a smile on their face afterward.

Some text provided by the [Laser District 11 web site](#)



Don Reimers



Jimmy Yurko



Tom Moulds



Trevor Richards



Members Mailing Address

stamp  
here

Southern Maryland Sailing Association  
PO Box 262, Solomons, MD 20688



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December			
3 Friday	Social at SMSA	5:00	
4 Saturday	Annual Holiday Social	6:00	
6 Monday	Junior Committee Meeting	7:00	
10 Friday	Social at SMSA	5:00	
13 Monday	BOD & Program Chair Meeting	7:00	
15 Wednesday	Clew Input Due		
16 Thursday	Commodore's Dinner	6:00	
17 Friday	Social at SMSA	5:00	
17 Friday	Fiberglass Repair/Constr. Clinic	7:00	
24 Friday	Social at SMSA	5:00	
31 Friday	New Years Eve Party	8:00	

January			
7 Friday	Social at SMSA	5:00	
8 Saturday	Annual Awards Banquet	6:00	
10 Friday	Social at SMSA	5:00	
10 Monday	BOD & Program Chair Meeting	7:00	
14 Friday	Social at SMSA	5:00	
15 Wednesday	Clew Input Due		
21 Friday	Social at SMSA	5:00	
22 Saturday	Training Session (Subject TBD)	1:00	
27 Thursday	Commodore's Dinner	6:00	
28 Friday	Social at SMSA	5:00	
29 Saturday	Training Session (Subject TBD)	1:00	

For more details: Go to [www.smsa.com](http://www.smsa.com), then click on Calendar, then click on the item that interests you.