



Commodore's Signal

Hurricane Irene is coming up the coast. I hope that by the time you read this article, everyone and their property has survived what looks like a threatening storm for our area. Prior to this storm, SMSA has been finding some great attendance in some of our programs and good participation in all.

As I look around at the activities, it has come to my attention that there are many non-members that are taking advantage of the programs we offer. It's nice to include guests at times, but when does the value of membership begin to lose value. I believe that if our programs are more exclusive to its members, then membership has more value and if promoted will generate increased numbers.

Numbers are needed to keep our facility. Let's all feel good about the decision we've made to join SMSA. Keep the privileges for the members and then encourage others to join. If it goes the other direction, and activities are open without membership, then I believe there will be fewer members in the future and I think all of us know where that leads. I'd be interested to hear from you if you agree or not.

The afternoon with Scott Kirby at the clubhouse was a well-attended, successful and sold out event. It would be awesome if there were other similar events scheduled. There were plenty of volunteers helping. I know they had a great time while helping their club. I would like to thank all volunteers this year. SMSA can't function without your valued help.

I hope to see you on the water soon.

Clarke

Do you have an idea for the Clew or want to sell something? Please send words and pictures to clew@smsa.com. Questions? Call Roger Bayer 301-934-3925. The Clew is published the first of each month. Submission deadline is the 15th of the month. The Clew is edited by Ellen Aulson, Jolie Homsher and Roger Bayer.

New Club Brochure Available

The new club brochure announced in the August Clew is now available for distribution by members. Please stop by the clubhouse and pick up copies to give to folks you think would be good members. The outside literature box which is to the left of the left front door is full as is the rack on the bar inside the clubhouse.

Some Holiday Prep Help Needed

For years Bob Stratton took charge of installing holiday decorations in November and taking down the decorations in January. Bob is now managing a West Marine Store in North Carolina. Barbara Whited, Facilities Chair could use some help with this project. This call is going out early to allow members to work with Barbara on potential improvements to what we have done in the past. If you can help, please call Barbara or send an email to Facilities@SMSA.com.

SMSA is a member owned and operated club dedicated to being the best sailing venue on the Chesapeake. SMSA hosts the nationally renowned Screwpile regatta. We enjoy full programs of cruising, PHRF keelboat racing, dingy racing (both one design and Portsmouth), summer junior sailing programs and adult sailing education. In addition, we even find time for great social events! Our website is www.smsa.com. For more information, call 888-714-3777



22 boats on one anchor line!

Couples Race/Cruise August 20/21, 2011

By Frank & Rita Gerred, Cruise Leaders

Seventeen racers and three cruisers turned out to participate in this increasingly popular SMSA event. The racers began an upwind start in light northeast winds. After an hour or so, the wind clocked around to the east providing a broad reach. The spinnakers emerged and it was a colorful sight to see on the Patuxent River.

The Buccaneer 18 class had 4 boats crewed by Jeff Moore and Jolie Homsher, Jimmy and Kristie Yurko, Eric and Lisa Smith and John Herbig and Mindy Mackey.

The spinnaker class had 11 boats: *Easy Button* (Meiser), *Krugerand* (Hodan), *Lickety Split* (Maneely/Griffith), *Noon Somewhere* (Smith), *Rakali* (Witte), *Sabrina* (Ironmonger), *Sequoia* (Miller), *Spinster* (Miller), *Stingray* (Peterson), *Twice Around* (Stanley), *Wicked Good* (Gyorgy).

The Non-spinnaker class consisted of 2 boats: *Calypso* (Gerred), *Whiskers* (Whited).

Three boats were there just to relax and cruise: *Carpincho* (Carlson), *Ruste Nayle* (Schroeder), *Zara* (Bayer). Also joining the raft up were two other power boats, a Grady White with Donny and Jean McDougal and *Bohemian* with Joe Szymanski and Sandy Leitner.

Counting all of the above, that's a 22 boat raft up!

Roger and Rona Bayer on their Carver 430, *Zara*, arrived early, chose a spot to anchor and waited patiently for the racers to finish and tie up for an impressive raft-up. The drinks and snacks were soon flowing.

Jim Whited, Race Committee for this event, soon announced race results with much cheering from the participants. The Buccaneer 18 winners were 3rd Eric & Lisa, 2nd Jimmy & Kristie, 1st Jeff & Jolie. The non-spinnaker class was *Whiskers*. The Spinnaker class was 3rd *Rakali*, 2nd *Twice Around*, 1st *Easy Button*. The remaining results can be found on the SMSA website in the Keelboat Race section.

Around 9 PM the raft up broke up, some boats returned to Solomons, some anchored individually and others formed several smaller rafts. Jeff and Jolie turned their Buccaneer around at the finish and sailed back to the club. Twenty eight miles in one day on a Buccaneer! They reported that they had great sailing on the return but they could not get back in time for the SIYC/SMSA barbeque.

Thank you to Jim Whited who produced the results so promptly after the finish. Thank you to Shawn Stanley who organized the construction of the raft. A big thank you to Roger and Rona for so graciously hosting the raft. Special thanks to John Herbig for helping us straighten out *Calypso's* "rat's nest" furling.

Lowering the Chesapeake Bay Crab Population

By Roger Bayer

The 2011 Crab Feast was one of the best club events that I have attended. It had the right combination of the things I love: good company and lots of food. Roughly 30 members and guests showed up. Crab eating started at about 4:20 PM and the last crab was eaten at around 7 PM. Two and a half hours of solid eating would usually be a killer, but it is about right for eating crabs. Plenty of time to talk while nibbling the bounty of the bay.

Many of the folks round the table talked about how long they have enjoyed crabs. A number said that they could not remember when they had their first crab. That was not my problem. Growing up in Miami, the most northern city in the South, and living for a long time in New England, I am very lobster and stone crab oriented. Observing others eat Maryland crabs, it appeared like an awful lot of work for very little return. However, when it turned out that I was going to spend that Saturday night on our boat alone, it made sense to try the Crab Feast.

Luckily, I sat down next to Donna Maneely. She gave me a very quick lesson on how to attack a crab. I discovered that eating a Maryland crab was a cross between eating a lobster and a stone crab. Like eating a stone crab, the shell of the claw is cracked with a mallet. Like a lobster, the legs have to be broken off to get to the meat. The work required to get at the meat was much less than I thought. It takes longer to totally pig out, that's what makes the communal table filled with people you like so important.

While the eating was finished at around 7, members continued the conversations until after 8 PM. Thank you John Dixon for another great event.



The first of many crab eaters at the 2011 Crab Feast.



Chestertown, Maryland

September & October Cruising

September 2 – 10, Chester River Cruise: Chestertown on the Chester River probably is a new port for most of us. St. Michaels, the other major port on this cruise, is an old favorite. If you are planning to participate in this cruise, send Rich Freeman a note, cruise@smsa.com, and you should make a reservation at the Chestertown Marina, 410-778-3616, and the St. Michaels Marina, 410-745-2400, now, if you have not done so already, for the lay day on 8 September.

September 23 – 25, Cruise to Oxford: We anchor out in the river or off the Strand and take our dinghies in. The Latitude 38 restaurant should pick us up at the dinghy dock and they always have a great menu. For more information, contact Rich Freeman, cruise@smsa.com.

October 7, 2nd Saturday Cruise to Annapolis Boat Show on Friday: Spend the day at the show, then meet with fellow SMSA members for happy hour and dinner. The location will be announced. You are welcome to sail to Annapolis for the show or just drive up. Patty Kimmel and Rich Freeman are hosting this event. If you plan to join them, send an email to cruise@smsa.com.

October 28 – 30, Halloween Cruise to Cambridge: The last cruise of the year is one of the best! Sail to Cambridge Town Marina (410-228-4031) and tie up. The first night is unplanned because of the length of the sail. On Saturday morning there will be a brunch and Saturday night a group dinner. Kate & Chris Miller are hosting this event. If you are planning on going, call the Cambridge Town Marina to make a reservation and send Kate a note, kmmiller262@gmail.com.

SMSA Geezer Squeezer

By Megan Hildenberger

A big thanks to Elliot Peterson and his crew, Nichole Daub, for doing RC, and a hearty thanks to Roger Bayer for playing professional photographer. The turnout was slim: Jimmy Yurko (with his spinnaker-be-decked craft) and John Durniak representing NPSC. I was fully prepared to take a 3rd boat out, if it weren't for the reappearance of the Great Dismal Swamp Fire smoke. I suspect the smelly smog kept many of our past Geezers away, too. So Mr. RC himself decided to take my boat out for me - thanks Elliot!

Conditions were good just behind the clubhouse to start off, but eventually the wind dragged the competitors further out towards Moll's Leg, not too far that shore-side lost sight of them. When they finally turned back towards the club pier, the wind vanished and it became a 'rocking' race to the finish. Elliot remarked that it was the toughest race he's ever competed in -- he seemed to have trouble rocking the boat at just the right speed. At the pace he was keeping, I half expected the mast to snap in half. Needless to say, that Geezer retired from racing for the day, and headed back to his RC duties. Editor Note: After Megan left, Elliot commented that the only way he could sit in the Opti was kneeling. Not the most comfortable.

Jimmy requested the crash boat follow him and John out to the river to find the wind. So Elliot and Roger hopped aboard, while I headed for indoor to breathe.

Editor Note: Once the crash boat was launched we caught up with both John and Jimmy and towed them out of the harbor, just into the river. There was plenty of wind plus the smoke seemed to clear a bit. It was not possible to organize a formal race, but both skippers enjoyed having enough wind to make the Opti's move.



Leading in the first race, Jimmy (far right) stands to take a bow. Elliott is in the foreground, John is in the background.

When Jimmy tried the spinnaker last May at the NPSC Geezer Squeezer, he used a fiberglass pole as a mast extension. It bent under the strain then the halyard broke. This time, he used a Sunfish mast. Heavy, but it didn't break. He sailed the Opti under spinnaker across the shoal at the harbor entrance, basically heading West. Elliot and I followed him in the crash boat until both of us realized that neither of us knew the draft of the crash boat motor, so we turned around and went back to the channel. Jimmy sailed off into the distance.

Eventually, both John and Jimmy headed back into the harbor. John ended up sailing all the way to the club dock. He definitely won the distance cruising award! Jimmy sailed about halfway back to the club, and then we towed him the rest of the way. His first comment was, "Where did you guys go?!" We explained our concern. It turned out that while he looked like he had everything under control and was having a great time, sailing an Opti downwind with a spinnaker was a real challenge.

This was truly a fun day. Think about joining us next year.

Who Are You Going To Call?



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Race: Marc Briere H 410-495-

7672 C 443-624-7840

Social: John Dixon 301-862-

9031

Training: Kristi Yurko 240-

725-0475

Precision Ship Model Kits Donated to SMSA

By Roger Bayer

July 23, I received the following email (in part):

... I am emailing you at my elderly mother's request. My father was an avid sailor and docked his Tartan at Zahniser's Yachting Center for years. His hobby was building wooden ship models. Unfortunately he died prior to having the time to build approximately 11 of them. I would love to donate these model kits to your club...

I have attached a photo of the many kits and am willing to transport them. I believe the models are worth something but my only interest is finding a good home for them. The makes are "model shipways" and "billing boats".

... My name is Susan Rynders...my mother is Elizabeth Marcotte. Anyone who docked at Zahniser's in the early 90's might remember my father his name was Ralph Marcotte.

Not having any experience with serious models, but assuming they could always have a use, I told Susan we would be delighted to accept their gift. I copied Commodore Clarke McKinney, Facilities Co-Chair Jolie Homsher, Membership Ellen Auslon and Junior Chair Jimmy Yurko, assuming that someone would have an idea of how best to use the gift.

Susan responded to my acceptance note and said that she and her mother were planning to drive to Solomon's for a visit to Zahniser's and other favorite spots and would bring the models. Jolie graciously met and hosted them at our club.

We are now seeking ideas from members as to what we should do with the models which range from The Pride of Baltimore to a simple Catboat. They appear to be complex wooden kits with very small parts and numerous pieces.

One suggestion was to build a few as a group effort over the winter for clubhouse decor, but which ones should we attempt? and would anyone be interested? At the very least, we could probably sell them, thought that would be sad.

Please send your suggestions or interest in model building to facilities@smsa.com.



Kits, kits, we got kits! Now what are we going to do with them?

Sailboats Available For Your Use

By Jeff Moore

Through the generosity of club members, all club members have access to quite a large fleet of sailboats that can be borrowed for a day on the water. There is no charge for the use of the boats. The fleet consists of a: San Juan 21, Holder 20, McGregor 25, several Sunfish, the "Barney" Laser and several kayaks of various sizes.

The keelboats are all in the water at our dock, the dinghies are in the yard in dry storage and the kayaks



The Keelboat portion of the loaner fleet.

are in the Junior room on top of the Opti racks. The Laser is available for racing as well but see Jeff Moore first. If it is your first time out on any of these boats please see Jimmy Yurko or Jeff Moore for a quick check out on each boat's equipment, and if necessary, the storage location of sails, masts, etc.

A sign out/in sheet will be hanging in the Junior room and must be filled out prior to taking any boat out. Once checked out you are good to go on your own when you want. These boats have been available for the Family Fun Fridays sailing event. They are also available for use on other days.

Please note these are not SMSA owned boats but are owned by club members with their use donated to SMSA. Don't treat them like rental cars. Treat them like you would your own boat, wash off all gear and put everything away neatly. Be safe, sail/paddle fast and have fun!

Age of Reason Wins Division C/D

SMSA Leads the Fleet

Edited By: Roger Bayer

Stovy Brown's *Age of Reason* corrected over the next best yacht in Division C/D by almost 16 minutes to take the Division silver. At least nine SMSA boats competed in this year's Gov Cup. All but one finished in the top half of their division. Most finished in the top 25%. Clarke McKinney's *The Riddler* took a third in Division A2.

The total number of Gov Cup competitors grew this year. This is unique as participation in most regattas has declined with the economy.

GPS trackers, which were introduced last year, were used for safety and real time reporting of boat positions to both skippers and land based observers. For distance racing, the impact of real time tracking of the competition is right up there with LORAN and GPS on navigation. Without tracking, at night you go into a black box. In the morning, it is tough to determine your position in relation to the fleet. With tracking, the sun never sets and you can see clearly over the horizon because you have a real time, bird's eye view of the entire fleet. Take a look at : <http://blip.tv/mangotv/governor-s-cup-2011-5453098> for a replay of the race, boat by boat, second by second. It is really interesting.

The Clew reached out to some of our skippers* to ask for their descriptions of the race. While each skipper talks about the same race, the differences of the descriptions serve to give you a feeling of what it was like. (*The Governor's cup scratch sheet does not list club membership, making it hard to identify club boats with a simple scan.)

Age of Reason, Stovey Brown, Division C/D

Just after 3 pm off Annapolis, we started in light air at the heavily favored port end of the line in strong, favorable, ebb current. We had not counted on the slower cruising class and non-spinnaker boats that started in front of us occupying this lane, so it took forever for us to get clear air. By that time we were behind most of the faster boats in our fleet. As the wind built, we did better, and by going east toward Bloody Point, we stayed in the strong ebb in the main shipping channel. On occasional shifts, we tacked back toward the mid-Bay and at dusk, most of the leaders were strung across the whole bay and about even.

As it got dark, the bulk of our fleet went west toward Herring Bay and Chesapeake Beach. With the current now beginning to flood and against us, we decided that there was no hiding from it on the west side, so we went back east in a few shifts toward the shoal off Sharps Island. We figured that if the wind went west, we could lay the bay on starboard and be further along the course than those who went to the west side. If it shifted east, we could

lay the bay on port and the ones on the west could probably not make it past Cove Point without tacking. By this time, we were down to the blade jib and bucking nasty seas, some sending green water over the entire boat.

As we approached Sharps Island, the wind did go east, so we tacked and headed almost due south for quite a while. The flood current was much less up on the shoal waters. After passing the Choptank Channel, we tacked a couple of times to stay in shallower water and less current off James Island. By this time we were back to the #1 jib with an occasional reef in the stronger spells. The nasty waves continued, however. Eventually the unfavorable current eased up, so we kept on port tack and came to the western side at Cedar Point. We were following the action on the on-line tracking, so we knew that our plan was working. From Cedar Point, we tacked on a few shifts until Point No Point. From there it was one tack, almost, to Point Lookout.

Setting the spinnaker in the waves and dark at Point Lookout was no easy chore. From there, it was a great ride in a dying breeze. In the early morning light, the crew jibed the asymmetrical spinnaker perfectly at the St. Mary's junction buoy as we turned north.

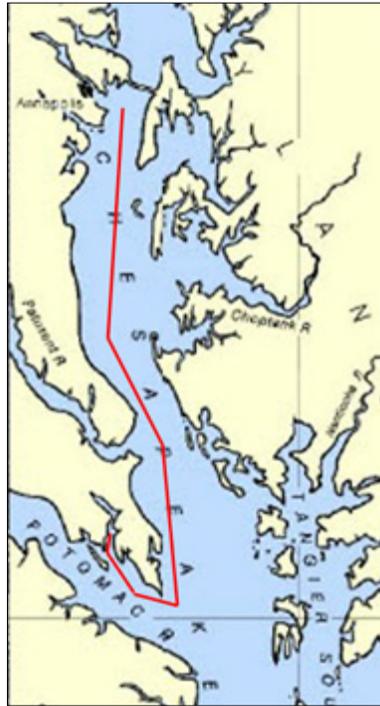
Up the St. Mary's River, the wind really went soft after Chancellor's Point. For the last 200 yards, we had to go back to the #1 as the wind, such as it was, came well forward. We crept across the finish line between the anchored

Dove and the cross on Church Point just before 7 am, a delightful result of the earlier start, which we hope will be continued.

Thanks to my crew, 4 high school sailors, a parent, a fellow high school sailing coach, and a former high school sailor returned to the area working for a contractor at the base, he has been my navigator for several years.

Akoni, John Kriz, Division C/D

This year was our 10th GovCup and 6th doing it on *Akoni*. For a while we were concerned that we would never see a 10th time down the bay given the poor financial situation reported last year. When the good news came that there would be a race, it was game on for *Akoni*.



This race is all about planning and choices for us small slow boats. The current hits us hard and heavy chop even harder. When the wind forecast came in with 15 on the nose we were very concerned. Our plan this year was pretty simple, try to stay on the rhumbline and avoid foul current at the mouth of the Choptank. We wanted to cover the fast boats from last year, *Cookie* and *ACETEA* as well as *Age of Reason* who is extremely challenging. Also new on the nemesis list was *Elan*, a podium placer from B fleet whom we had not corrected over in past races and *Audrey*, a well sailed merit 25 who proved challenging during the Eastport race.

This plan both helped and hurt us. At the start we noticed a huge current line half way down the starting line slowly moving east. During the cruising class start, *Akoni* was caught up in the eddy between the outgoing river current and the still incoming bay current, earning the wrath of the committee boat.

The ebb appeared much stronger by the committee boat and we played that for quite a while after the start, trying to stay west of the rest of the fleet in what looked like slack current. This worked for a long time, but covering the fleet eventually brought us too far east of where we wanted to be.

After legging back up to the rhumb line, it became obvious that the wind and waves were building. We had many close crossings with *Cookie* and the *Truculent Turtle*. A really cool catamaran has posted a video of the race including one of the crossings with *Cookie* (<http://blip.tv/mangotv/governor-s-cup-2011-5453098>). Sometimes they were ahead, and sometimes we were.

When the wind built big enough to warrant the #3, we got lucky as we were able to hide behind the North side of Poplar Island to do the change. In our company were *Cookie*, *Turtle*, and *Scrimshaw*. *Scrimshaw* was having a hard time and eventually dropped their main, as did *Turtle* and later *Elan*.

Akoni is in its element with a fully powered #3 and we maintained speed and point, pulling up and away from the boats nearby. We felt good with boats with no mains behind us.

Half way to Sharps Island, much of our fleet went west and we started feeling pretty lonely. We were already far enough west to avoid the foul Sharps Island current but seeing *Audrey*, *Cookie*, and the others go west, we had to cover. This is where the wheels came off the bus. The fleet decided to go alllllll the way to the west side, not

really a good idea, but we were covering, right? So we went farther. About the time we got to the power plant at Calvert Cliffs, all the boats came back together, but it was dark and hard to tell who was who. So, we checked the tracker.

Oh, did I say we had the tracker running? Well, we did, but because of the huge 4' white caps, green water breaking over the deck and going down the hatch, and otherwise ugly conditions for a 25' boat, we never checked it. LOL, when we did, we saw *Age of Reason* 6 miles down the course already....along with some new boats to the race, like *Pachanga*, in spectacular positions. Oh noooo, we had missed the big shift east! It was also time for the #1 again, so up it went. We now played makeup, sailing pretty far up the Patuxent to SMSA 'B' to catch some good river current. It was worth a boat, but no more.

We had a spectacular samurai override just before Point no Point that had us seeking the knife for relief. That was until we backwinded the whole mess and did a

gnarly backwards circle.... fortunately the crew got it out the first time around. :)

When the sun came up at Point Lookout, there was *Audrey*, a few minutes ahead....correcting over us. We prepped the pole and got the chute up very quickly at the spider light, passing two boats right there. *Akoni* does well downwind, especially when the trimmers are from St. Mary's College.

We reeled *Audrey* in foot by foot and passed them boat for boat a few hundred yards

from the finish. No, we did not get on the podium this year. But the reverse start and good wind made for a crowded and exciting race all the way down the course. Mistakes cost us some, deviation from strategy much more. The irony of the whole thing is that a photo of us finishing appeared in the paper....if you look closely in the photo there is a person on the point also taking a photo. That would be Charles, one of our long time consistent crew who could not make the race because of work obligations, welcoming us in. *Akoni* made the delivery back to PAX Saturday night while the south wind was still strong, making for a quick ride home.

Rum Ration, Scott Pankiewicz, Division C/D

As for Gov Cup and *Rum Ration*, this is her 7th running, 10 Gov Cups for me. Our boat is not a very competitive boat in Wednesday night beer can races. We do far better in the distance Bay races given our crew of family and



Age of Reason just after the Governor's Cup start.

friends versus race-oriented sailors.

Gov Cup is a family affair for us. Five years ago we raced as a family with a crew of three kids ranging from 8 to 13 at the time - what a night with winds 20 knots the entire race. My 13 year-old daughter gave up on the race but for the last 4 years she has been doing deliveries with me and staying for a night out in Eastport hanging with Dad and other Gov Cup crews. My 18 year-old has seven Cups under his belt, the last three he has driven from start to finish. My 16 year-old who five years ago swore he would never do it again raced last year and this year for us. The rest of our crew are friends, two of whom did their first Cup this year.

This year the C/D fleet had a 5 knot SW breeze at the start, not the 10 knot easterly that was predicted that morning. After the start winds and waves slowly built until about 6:00 or 7:00 when we were facing a headsail change, a reefed main, and 3 foot waves.

We stuck pretty much to the rhumb line, but headed west to avoid the incoming current at the Choptank River. Unfortunately the shift to the SE, which was expected later in the night, hit. Our starboard tacks which had been carrying us at 120-130 degrees now became a 90-100 degree heading with most of the fleet already on the Eastern Shore. At that point our fate was sealed, but we carried on.

Overnight winds dropped to a steady 10-12 with 1-2 foot seas for a more comfortable ride. The A-Fleet started rolling us after nightfall resulting in many night time crossings which was not usual and added excitement. We followed three A-fleet boats into the mouth of the Patuxent hoping for the outgoing current to help us. Did it? Not sure.

At The Targets we headed into the Bay to stay east of the rhumb line for long tacks to Pt. Lookout, only four with short starboard legs to the east. Sunrise for us was in the Point No Point area. Once around Point Lookout we popped the chute for the run up the Potomac closing on *Gitana*, and then reached up the St Mary's river on the chute. We heated up each leg looking for more boat speed with hotter angles though longer legs. Ultimately it didn't pay off as *Gitana* sailed more downwind and finished ahead of us.

The past three years have been off wind races, and we have done well finishing between the top 20-40%. Being a tough beat in a boat that doesn't go to weather well, I anticipated a mid-fleet finish Friday afternoon. We finished at 9:51 taking 17th out of 28, thus my prediction came true. However, we beat through the night better than expected, and we were proud of our finish knowing many boats in our fleet have better sails, better sailors, and better boats. We doubt they had more fun and they probably didn't have fresh brewed coffee coming up the Potomac, that hit the spot. To round out the family event, my wife and dog hopped on board *Rum Ration* Saturday afternoon for the delivery home, and we were also joined by a longtime friend and crew member who has been out this summer due to shoulder surgery, so he was happy to contribute what he could to our journey and accomplishment.

***Stingray*, T. Elliott Peterson, Division B**

As a sailor, I've only competed in about 6 Gov cups, most of them down wind kite flying contests till dawn on small boats. Only once do I remember beating down the bay. At dawn I remember frequently finding all the boats in my class, lost at sunset, sailing or drifting about 100 yards from us for the race up the river to the finish. My last Gov cup was some 20 years ago, without GPS. I remember the race being very hard on downwind sails and recall blowing up at least 2 chutes in previous races on other boats. Prior to GPS, the idea was to head south, stay between the dirt, bring a spare kite, hang a right at Point Lookout, and don't run aground within sight of the finish cross... not much has changed in 20 years....

This was my first Gov Cup on *Stingray*, a Merit 28 stolen from Muller Marine. We were one of the smallest boats in B class, with lots of bigger 40 something foot boats to contend with. Our pacing boat before dark was *Zoo*, an old MORC racer we knew was quick and competitive. I was fortunate to have four great crew join me for this race, Nikki on the pointy end, Nichole in the Pit, tending bar and trimming, Mike O trimming and kicking waves, and Mark sharing the tiller, trimming, and watching the knotmeter. Our strategy was easy, the forecast was solid, Go left early to stay out of the deep water and sail there until the SE wind shifts east and the tide turns. Well as good a plan as that was, I kept remembering my friend's advice about not staying east too long...

After a pre-race swim near R2, we started out at 1515 Friday with the #1 flying as it was pretty light at the start. As the wind continued to build, the crackerjack crew changed headsails to the #2 and finally the #3 as we gradually worked our way down the Eastern Shore in building waves. After sunset the wave action around Sharps Island Light seemed particularly disturbed and we used that excuse to justify heading back across to the fuel docks and the Calvert cliffs.

The night was filled with challenges: How to keep the chicken dry while on the rail? How to navigate with the GPS while not blinding the driver? Does the red and green light mean the barge is going to be a factor? Why are the mid channel strobes so darn bright? Why is the horseshoe strobe flashing? What do you mean that's a cruise boat? Where are the Targets? Are we going to cross? Are you sure those are the targets? I thought we passed the targets? And my favorite of the night, "I see the light, how far away is it?"

After a long night of eating chicken and waves on the rail, we finally spotted Point No Point's familiar 5 second rhythm and knew we were getting close to "the turn". With some thin water GPS navigation expertise by Mark, we made it around Point Lookout and Nikki and Nichole set the reacher and then the runner for a great sunrise sail up the Potomac and St. Mary's river. We celebrated dawn with a round of barley pops and then quite predictably the wind clocked forward and died within sight of the finish. So we doused and finished the race to the *Dove* with the #1 in very light air at 0715 Saturday, about 16 hours after we started. Once we said our "Die wind Die" PHRF prayer, we anchored and finished breakfast

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Patuxent River Regatta

by Megan Hildenberger

Three boats braved the threat of rain August 14. The boats that started near the RC boat (*Wicked Good* and *Age of Reason*) caught good wind and jumped ahead. *Rakali* had a painfully slow start down near the pin, away from the wind line that led to the first mark (L). The rain began soon after the start and was present on and off around the entire course. The rain was heaviest from L to K; not a torrential downpour, but heavy enough to make it very difficult to spot K.



Rakali slipping past Age of Reason.

Another thing making this race difficult was the shifty wind conditions. The kite and jib on *Rakali* swapped places several times during the same leg. At the start, the wind was out of the SW. By the time all boats had finished, the wind was out of the ESE, having circled W to N to E to SSE during the course of the race. The wind also dropped drastically after rounding L, coming and going in small spurts. If *Rakali's* chute wasn't wet from the rain, it got wet dragging limply in the water on several occasions when the wind left to find better places to be.

After rounding K, *Wicked Good* and *Age of Reason* headed up the east side of the river, while *Rakali* was forced to go west. At first it seemed a bad decision, but halfway up the finish leg the breeze filled in and carried *Rakali's* chute proudly across the finish line, slipping her ahead of *Age of Reason*, though long after *Wicked Good's* crossing.

RC decided the one race was enough torture (despite the sun finally breaking through the clouds and the breeze picking up very nicely) and called it a day, giving competitors plenty of time to head in and freshen up for the Scott Kirby concert. *Rakali* and *Age of Reason* took advantage of the improved conditions and cruised north of the bridge a good way before heading back. Although the rain did not do much to clear the stench of Great Dismal Swamp fire smoke, it turned out to be a pleasant Sunday afternoon. Thanks to RC for setting up a nice triangle course, and for giving us a chance to see race mark L's 'new look.'

Governor's Cup, continued from page 8:

as we watched boats run aground within sight of the finish cross... some things never change.... At the awards *Stingray* corrected 6th of 21 boats entered in B class and beat *Zoo*.

O'Yeller, Tom Moulds, Division A2

It was once more a very enjoyable Gov Cup for the O'Yeller crew. Now that it is all over we are all hoping it is not the last one, even though a few times when we were pounding into waves while beating to Point Lookout, we hoped it was! Luckily the last 12 miles under spinnaker helped one forget about the first 508 or so. After a year of a upwind Solomon Island races and an upwind Gov Cup we are hopeful next year will have a little bit more spinnaker time!

I started sailing in the Gov Cup in 1983 and was part of the 300 boat fleets. I am very hopeful that they can soon return to 200+ fleets. The RC did a great job this year. Congratulations to all those in SMSA who did well! Next year we will not let *Riddler* disappear into the night!

Want To Be The Next Officer or Director?

by Robert M. "Smitty" Smith

As you know it's time to think about election of officers and Directors for the coming year. I, as the past Commodore, am in charge of putting together the "Slate" or ballot for the election that is held the first week of November at the Annual Meeting. Per the Bylaws the Officers and Directors of the Corporation must be members in good standing. All adult members of Regular, Young Adult and Emeritus membership classes are eligible to serve as Officers and Directors.

There are five annually elected "Officers": the Commodore, the Vice Commodore, the Rear Commodore, the Treasurer and the Secretary. Two Directors are elected each year for a three year term. Candidates for Commodore must previously have served two terms as Officer, Board Member or Program Chair to be eligible for the Commodore position. All other elected positions are open to all eligible members with no restriction.

I will need all nominations of members for the election no later than 14 October 2011 to be included on the ballot. You can call or email me to let me know you want to be included on the Slate for a position, my number and email are in the Yearbook. Ballots will be mailed out to the membership 17 October 2011 and need to be returned by mail 1 November 2011 to be counted at the Membership Meeting. Or you may bring your ballot to the meeting to be counted. Ballots must be received before the election committee starts the ballot count at the meeting, so do not be late to be counted.

This is a great opportunity to support SMSA and help shape the coming year and the future, so step up to the plate and volunteer, if not for an Officer or Director, Program Chair positions will be needed in the coming year.



Max Munger driving Cassini at the Catalina 30 National Regatta. Chris Eggert is sitting on the bow.

Catalina 30 National Regatta

by Max Munger

You probably know Max. Max Munger owns *Shermax* and has been racing his 1981 Catalina 30 for all 30 years of its long life. *Shermax* races at SMSA every Wednesday night and most weekends for the past 18 years. And of course, the Screwpile Regatta and for 13 years the Governors Cup. But he also races other people's boats all over the country. Since 1992, Max has been the Treasurer or Commodore of the International Catalina 30 Association, the largest keelboat owners group in the world. (www.catalina30.com)

The IC30A sponsors a three day national championship regatta (NCR) every year. This year in Milwaukee, WI, marked his 21 such competition in one design racing. There is a spinnaker class, a racing main and jib class and more recently a cruising (fully handicapped) division. Loaner boats are available, but the choices are not always very good. However, Max has been a national champ several times with numerous 2nd and 3rd place finishes. He squeaked out a 3rd again this year in Milwaukee's light summer air, towing a 3 bladed prop. He had a real sleeper in Galveston a few years back, gaining 5 straight bullets on a boat that could not lose!

Max was recruited in 1992 in San Diego to head up a regatta on the Chesapeake, but has never been able to generate the interest here (the best cruising grounds in the USA). However, the racing environment here prepares him well for other areas. Long Island, Lakes Michigan and Huron, Galveston, Seattle and Southern California are similar light air venues. San Francisco Bay offers the only really different sailing experience (25-35k winds). The Gulf and Florida are two other cruising grounds not adapted (as yet) to Catalina racing.

Max sailed the same boat (*Odyssey*) in San Francisco, Monterey Bay and Los Angeles. And (*Bear*) in Lake St Clair and Huron. Owners are happy to go along and crew and learn how to make the old C30 race. Local pickup crews are always helpful. One other IC30A officer has crewed with Max for the last 10 years at these regattas. Chris Eggert also flew to Milwaukee to crew

Your Clubhouse Needs You!

by Jolie Homsher

Apparently we have been so busy with happenings inside the club- our Friday night socials, the Scott Kirby concert, Crab feast, Summer Camps, etc. that we forgot to give the front of our clubhouse the attention she needs to really shine and draw in the public walking by!

A local citizen recently did us a favor and pointed out that the front of our building wasn't up to par with other Solomon's Organizations! After hearing this, Ellen Aulson, Jim & Barb Whited quickly stepped up to clean up the front of our building. They trimmed the plants in the flower box, mowed the grass, disposed of the broken barrels, swept the hard surfaces and removed a full bag of trash! Thanks to their help our clubhouse received a quick polish, but what she really needs is a facelift! Our clubhouse is looking tired and a bit worn and needs some time and attention. You might be thinking "So, how can I help??"

The physical space in front of the club is not large and could be made to look much better with a little time and devotion- You can make a difference!! Whether you have ideas for improvement, gardening skills, like to sweep, enjoy weed whacking, love the way clean windows look, or maybe only have time once a week to pick up bits of trash, your clubhouse needs you!! Please consider volunteering and together let's make our club a place to be proud of!!

Email facilities@smsa.com with your ideas for improvement, your skills or which tasks you'd like to help with, and your availability. Your clubhouse and Facilities thanks you!



Clubhouse after clean up. It could be made to look much better!

with Max this year. Owners find themselves "upgrading" the gear after such short experiences. With over 35 years of production (6900 C30 boats) there are lots of questions about the different boats. Max is also the editor of the C30 technical magazine and knows where to get the good stuff (from Catalina and Garhauer Marine). The host club is usually a local fleet of the IC30A and increasing membership is a driving objective, wherever the NCR is held. Catalina racing is a mainstay in California, but sporadic in the east.

Next year's regatta is not scheduled as yet, but you can be sure Max is going!

French Food!

Where did the summer go? By the time you read this, the kids will be back in school and we are into the NFL season. October 20th is the first Commodore's Dinner of the 2011/2012 season. While it is early September, we have to talk about the dinner because Commodore Clarke has laid down a serious challenge to SMSA chefs. The theme of the dinner is French food!



So quickly go to your local Borders before they close and buy a copy of Julia Child's *Mastering The Art of French Cooking*. It's also available on Amazon.com for \$22.74. While you are on Amazon, there is a video that can be downloaded which will inspire you. It has to be "purchased" for free. The video demonstrates Julia's recipe for braised short ribs. It is fairly short. Here is a link for those reading the electronic version of the *Clew: Julie & Julia Featurette: Suzanne Goin Cooking Lesson*

This could be the greatest pot luck dinner ever!

Sailing Is Fun

Summer Junior Wrap Up

by Jimmy Yurko

The SMSA junior sailing has had a great season. Nearly 100 students were involved in training classes and camps throughout the summer. We've finished our last classes. Our instructors and volunteers have done an incredible job working to help our students see that sailing truly is fun.

This year's theme was "sailing is fun". Every week I went to classes to check in on students, and can attest that these students caught onto the theme. Many of the students enjoyed the camps so much they signed up for multiple weeks of class...just so they could do it again. It was great to see the enthusiasm from the students. It was like watching kids at the amusement park get off a ride only to run straight back to the line to do it again.

Our programs involved students ages 5 and up. We ran evening classes on Tuesday and Wednesday nights for five to eight year olds, and day camps for kids from eight to sixteen years old. We partnered with the Sailing Center Chesapeake for the second year to hold advanced teen racing courses. We ran adult sailing classes every Monday night throughout the summer. For just a few more Fridays we will be open for "Family Fun Fridays" to check boats out to any member or guest that is interested and capable.

Next month we'll get into the details of the program this year, but this month we'll leave you with this note: "It was a great season, thanks everyone!"

A Bar Guide

by Max Munger

As the summer of racing and cruising begins to wind up/down, SMSA members will be looking for Fall and Winter social gatherings. What better place than the clubhouse and the Friday Happy Hours (5-8pm)? A new social committee will be expanding the bar hours and activities. A lot of the new members may not be familiar with the bar operation. Classes were held just this summer to train bartenders and TAMS.

SMSA has a Maryland Liquor license for on-premises only consumption of beer, wine and alcohol drinks. Private alcohol products (boat beer) may be consumed on the docks, but not brought ashore. Any member 21 or older can be a bartender at any time. The law requires a TAM trained person to be on the premises whenever the bar is open. TAM stands for Techniques of Alcohol Management. A list of 40 TAM qualified members is in the bar area. Members and guests may be served, but no minors. Proper ID is required and bartenders will always ask for ID and verify against the valid licenses posted on the wall.

SMSA members are asked to take a turn behind the bar on Friday nights and other race/rendezvous occasions. It's your club and your duty to volunteer to serve other members. If you can open a beer bottle/can or mix a rum and coke, then you have all the skills necessary to bartend. Bar prices are posted and we use a simple cash box drawer. Detailed bar opening and closing procedures are in the Guidelines manual under the bar. A bartender schedule and signup sheet is available on the SMSA web site.

Some members plan to have parties or help outside groups rent the club facility. We offer a lot of products and others may be ordered with sufficient notice. The Bar Manager must be notified at least two weeks or more in advance of unscheduled activities in order to have the needed products. The bar does stock an extensive list. Please check with the Bar Manager to determine what is available.

So as the days grow shorter and cooler, come down to the clubhouse on Friday evenings, slowly unwind from the weekly grind and enjoy the company of other sailing club members. Please sign up to bartend, just one night a year! Call the Bar Manager for more details. Max Munger 410-353-1150

Welcome to New Members

SMSA welcomes two new families into SMSA, Lisa Holmes comes to us from La Plata with Rex 17 and Sarah 14. They were very active this summer in the Adult Learn to Sail Class. Rex is very interested in crewing.

William and Charlotte Rosen hail from McClean, Va and with considerable racing experience, including TransAtlantics should be a very interesting addition. He has two children, Lars 9 and Zach 25. The Rosens own a Hunter 216, which they keep in Hollywood, MD.



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

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September 2011 Volume 41 Number 9

September		
1	Thurs	Small Boat Racing 6:30
2	Fri	Chester River Cruise Starts 10:00
2	Fri	Social at SMSA 5:00
2	Fri	Family Fun Friday 5:30
7	Wed	Wednesday Night Racing 6:30
8	Thurs	Small Boat Racing 6:30
9	Fri	Social at SMSA 5:00
10	Fri	Smith Point Race 10:00
12	Mon	BOD & Program Chair Meeting 7:00
15	Thurs	Clew Input Due
16	Fri	Social at SMSA 5:00
17	Sat	Small Boat 2-Day Regatta 10:00
18	Sun	Small Boat 2-Day Regatta 10:00
23	Fri	Cruise to Oxfore Starts 10:00
23	Fri	Social at SMSA 5:00
24	Sat	Fall Race Series 9:15
30	Fri	Social at SMSA 5:00

October		
2	Sun	Women's Fall Series 9:15
6	Thu	Annapolis Boat Show 10:00
6	Fri	2nd Sat Cruise to Boat Show 5:00
6	Fri	Social at SMSA 5:00
10	Mon	BOD & Program Chair Meeting 7:00
14	Fri	Social at SMSA 5:00
15	Sat	Clew Input Due
15	Sat	Hooper/Point No Point Race 9:15
15	Sat	Oktoberfest 6:00
20	Thu	Commodore's Dinner 6:00
21	Fri	Social at SMSA 5:00
22	Sat	Fall Invitational 12:15
22	Sat	Chili Cook-Off & Oyster Scald 4:00
28	Fri	Halloween Cruise to Cambridge 10:00
28	Fri	Social at SMSA 5:00

For more details: Go to www.smsa.com, then click on Calendar, then click the item that interests you.