



P.O. Box 262, Solomons, MD 20688
Website: www.smsa.com
Editor: Judy Pedersen

the clew



FEBRUARY 2005

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COMMODORE

It sure can be depressing in the middle of January waiting for the Chesapeake sailing season to return. Fortunately, Laura and I are lucky enough to participate in Key West Race Week along with fellow SMSA sailors John & Linda Edwards, Clarke & Mary Anne McKinney, and Mike & Becky Ironmonger aboard *Rhumb Punch*. Also joining in the Key West activities this year are Herb Reese, Jim Keen and Nettie Harold as well as Don and Melissa Behrens, who are celebrating their 10-year wedding anniversary with this much anticipated trip.

We are also blessed that our winter is relatively short, and our own sailing programs extend from March to November. Key West sure will be a nice break though! As I get ready to head off, I recall the great time we all had at the Awards Banquet in early January. Thank you to everyone who helped put the event together, and those that came to receive an award and/or cheer on your fellow members as they received theirs. This is the one time of year when ALL of our members get together to officially celebrate our achievements during the season. It was an excellent event.

Looking forward, we have some Women's Program/West Marine sponsored training coming

up, a few clubhouse and RC boat work days, and then it is time to start prepping for the 2005 sailing season. Please be sure to check out the schedule and new website format, designed and updated by our web team of Don Behrens & Kim Blodnikar, with myself helping as Q.A. guy. They've done a great job of modernizing this online tool, which should now be much easier to keep up-to-date.

Additionally, you should have recently received your membership renewals in the mail during mid-January. I know this is a very hectic time of year for everyone, but please try to return them as soon as possible so the BOG can finalize the 2005 budget. This will allow us to properly plan and budget great activities and functions for the upcoming season. If you'd like to help, get on a committee by contacting the appropriate governor for your particular area of interest. This club cannot flourish without great volunteers like you! As always, you may contact me with questions or concerns. I'll do my best to address them.

PUBLICITY REPORT

Work is ongoing on the 2005 SMSA Yearbook. I am looking for a couple of things:

Pictures - either hard copy or digital. Please get the pictures to me electronically at

meiser@comcast.net or via mail at David Meiser, PO Box 651, Solomons, MD 20688. Please include any information about the picture such as where it is, who is in it, what boats etc...

Advertisements - Those of you that had ads in the Yearbook last year should have heard from me already. Any others that are interested in placing an ad please contact me via email at meiser@comcast.net or by phone at 401-326-1114. The advertising is relatively cheap and goes a long way in helping out the club.

The deadline for any of the above is February 18th.

David Meiser

RACE

Kudo's to all who contributed to making this year's Annual Award's Banquet another great success! At the risk of leaving anyone out, I'd like to recognize and thank Clarke McKinney (outgoing Race Governor) and Shawn Stanley (outgoing Vice Commodore) for the great job of purchasing, organizing, and presenting the myriad of very classy racers' awards; Suzie Williams (outgoing Cruise Governor) for a great cruise program that resulted in many nice awards and recognition for our cruisers; Walt Rupp (outgoing Commodore) for his gracious hosting of the event; and John Herbig (outgoing Social Governor) and his crew for a well executed social venue. Nice job to all! **And... congratulations to all those collecting silver.** It was a wonderful way to celebrate another great season of racing!

So far, 16 of our fellow racers have signed up to cover Race Committee duty for 23 of our scheduled events. There are still plenty of races to sign up for... 26 to be exact. Of course, our members serving as RC is how we make the race program work. Please look at the SMSA race schedule in the web site, pick a date, and let me know when you can serve [williwaw66@hotmail.com] Thanks to all who have already signed up!

If you are not a registered member of the SMSA Forum, do yourself a favor and sign up. There are a lot of interesting discussions ongoing, and we

need all of your inputs to continue to improve our programs.

One of the race events getting a tremendous amount of discussion on the Forum is the Wednesday Night Series. There have been a lot of very intriguing and thought-provoking forum posts regarding Wednesday Night scoring and PHRF groupings. One idea under serious consideration is to race and score all boats broken into three PHRF bands, regardless of racing with or without spinnakers. We have obtained formulas by which other clubs around the country give the non-spin boats an allowance based on rig measurements. **On Thursday, 17 February at 1930 at the SMSA Clubhouse, the Race Committee will host an all-racers meeting to discuss changes to the Wednesday Night format and scoring.** We need to make these decisions soon in order to have the info in the Race Circular. Please come to the forum that night and voice your opinion on this hot topic.

As I mentioned in last month's *CLEW*, the IRC handicap rule is starting to gain a lot of momentum in the US. On Saturday, 5 February 0830-1130, the Annapolis Yacht Club and the Storm Trysail Club will host a seminar (@AYC) to discuss IRC. Barry Carroll (owner of the now defunct Carroll Marine in Newport and now the US IRC Chairman) will be on hand to brief IRC and conduct discussions. I will attend. All interested racers are welcome. [Incidentally... I sent in my application for an IRC certificate for *Foxtrot Corpen* a couple weeks ago. It will be interesting to see how long it takes and whether I completed the application correctly.]

We will be doing RC boat clean up and prep at Zahniser's on Sunday, 13 February at 1300. All available racers are asked to come and help out. Thanks!

Next month: reports from Key West Race Week

The first Frostbite Race is only five weeks away! [I'll say it again... Isn't this a GREAT place to sail? nine-month racing season!!!] See you there!

Jim Keen
Race Governor

*** Sail Fast... Live Slow ***

Krugerrand : From Annapolis to Oxford

Following two beautiful days on the bay transporting *Krugerrand*, our 36.6 Morgan, from Solomon's Island, MD, to the Port Annapolis Marina, we awoke Saturday, September 18, 2004, to 15-knot winds, rain squalls and docks covered with four inches of water. Our faithful crew of eight; Dave Troyer-helmsman/ co-owner, Craig Hodan-mainsail, Bill Bacon-primary foredeck, Heidi Heidel-port jib trimmer/grinder, Ryan Fitzgerald-port jib trimmer/grinder, Gerda Chapman-foredeck, Charles Jett-secondary foredeck and myself-starboard jib trimmer/co-owner, had all arrived by 7:30 a.m., with lunch and foul weather gear in hand. Since our PHRF rating allows a crew of 11 and we expected some wind, we invited a young adult, J.P. Noel, who we met watching TV in the marina bathhouse, to come along. We promised him a day of sailboat racing, a great post-race party in Oxford, and a buoy racing sail back to Annapolis on Sunday, in exchange for some grinding. (I wonder if he will ever accept an offer like this again?) We cast off around 8 a.m. and motored out into the bay to the starting line.

The winds were predicted to be 15 to 25 knots on Saturday, as the remnants of Hurricane Ivan passed through, and by 8:30 a.m., they were around 20-knots. Although the starting line was near the Bay Bridge, we couldn't see it because of the heavy rain and cloud cover.

As we checked in with the Race Committee, the wind continued to increase. We watched the three fleets in front of ours, struggling to start in the wind and hard rain. Some boats were under only mainsail; some full and some reefed. Some boats were under only jib sail. Very few boats had both sails up. However, because some boats were successfully carrying both sails, Dave felt we could, too.

Around 8:50 a.m., we raised our mainsail and ran down the start line to check it out and plan our approach. We then sailed around, while we positioned ourselves for our start. We had the #1 jib sail (!) on deck ready to launch. Five minutes before our 9:20 a.m. start, we decided to bring up

the #2, because the wind had continued to build in strength instead of setting down. It was now blowing about 25 knots. We tied the #1 on deck, so when the winds did diminish, we could easily change sails.

We launched the #2, immediately reached towards the starting line and had a great start; being the first boat to cross the start line by many seconds. The wind was now directly behind us, so we were on a run. We had the mainsail to starboard and the jib poled out to port. Our course was too easterly, so we immediately jibed both sails and the pole.

As the half hours ticked by, the wind and the seas continued to build. Feeling a bit uncertain, yet not really wanting to know, I tentatively looked around for waterspouts. I didn't see any. This weather was just plain NASTY and the sky behind us was darkening, not getting lighter. The marine radio was buzzing with boats calling the race committee and dropping out of the race. I kept thinking this downpour would blow past us and the howling winds would lessen, as initially predicted. They never did.

The time came to jibe the sails again in order to make an eastward shift in our course. The wind was too strong to do so. We decided the only prudent thing to do was to tack. Tack? Already a bit overwhelmed by the worsening conditions, this confused many of our less experienced crew members, including me. The wind was directly behind us. How could we tack? A tugboat pulling a barge of coal was approaching us off to our starboard side and would eventually intersect our present course and the waves had built from two to three feet to four to six feet. The wave tops were being blown off and becoming salty, horizontal rain; in addition to the deluge of rain falling vertically; and we were going to tack!

I slowly released the starboard jib sail sheet while the port jib trimmers fought to bring her to port. Dave put the helm over toward starboard, while instructing the port jib sheet trimmer to harden up. She did, but when it came time to actually tack, she released it early, causing the boat to come back around and resulting in our not completing the tack

and not making the necessary course change. The waves and wind were knocking us all over the place. Having concentrated on the jib sail in preparation to bring it to my side after the tack, while turning 180 degrees and then back again, with waves and wind tossing us up, over and down waves, for a moment I didn't know which direction we were heading. I have never seen *Krugerrand* heeled over to this extent. I looked up and the tug and barge combo was still to starboard and even closer. We had to try tacking again.

At this time, I remember thinking I should be scared and greatly concerned with being in the middle of the bay in these conditions; the remnants of Hurricane Ivan being so fiercely mixed with a passing cold front. However, I found myself amazed with the boat's tenacity not to succumb to this windy, watery battle. And now facing another attempt at tacking struck me as funny, until I realized how close the tug and barge were getting. We still had plenty of time to safely change course, but not a great deal of it. And if this tack didn't work, we would be on a close haul attempt to duck behind it. The high wind and #2 sail with an unreefed mainsail would probably make that course direction impossible to hold and I didn't want to be rounding up in front of a tug, towline or barge!

With everyone yelling instructions above the howl of the wind, our second attempt to tack was successful. We tacked through the wind and onto the correct heading; now safely parallel and on the same course as the tug. I later learned several other boats broke their booms and ripped their mainsails, while trying to jibe them at this junction of the course change, so tacking had been the correct choice.

We were still on a run, with the mainsail now out to starboard and the jib sail poled out to port. The wind and waves were pushing us up and down and sideways, and when this movement ceased, we rapidly slid sling-shot fashion forward and smoothly surfed the waves, quickly exceeding the old *Krugerrand* record of 10 knots. Our highest known surf speed was 12.6 knots! I didn't see if we hit 13 knots, but I know we came close many times. The wind driven rain was so thick that from

my starboard jib trimming seat in the cockpit, often times I couldn't read the instruments only five feet away.

The wind continued to build, so we finally dragged the #1 jib sail off the deck and into the salon. Obviously, the weather predictions were incorrect and the wind was gusting much higher than 25 knots. We watched as our heavy spinnaker pole, holding out the #2, bent under the strain.

Next, we needed to round a buoy and head into the Choptank River. We reefed the mainsail, which has only one reef. We had to tack again in order to make another subtle direction change. We were successful, but this put us on a reaching point of sail and we were heeled over completely, with the waves doing their best to knock us down. At this point, I was totally impressed with sailboats and how effective the weighted keel is. I would never want to be out in conditions like this in a powerboat.

We rounded up three times. Again, I was amazed with how well the boat handled this onslaught. The first time the boat rounded up on port tack, I held the jib sheet and was amazed at what was happening. Dave yelled, "Dump the sail!" but I thought he was talking to Craig on mainsail, so I just held on and enjoyed the swift ride up. Water rushed past my knees, filling my foul weather boots. Then Dave yelled, "Sarah, release the jib!" and I let the jib sheet fly out. The sail caught the wind and brought us back around and I trimmed it back in, as before. Whew! The next time it happened, I immediately recognized the motion, and released the jib sheet, thereby controlling the boat, preventing the round up and keeping her on course. (Remember, I'm still a novice sailor with lots to learn!) Later, when we tacked, the port jib sheet trimmer hadn't experienced this motion and over, up and around we went again! This time we ended up in irons, and our quick thinking helmsman turned the rudder to catch the waves, which had us sliding backwards! In an instant, the sails caught the wind and the boat leaped forward again. Unbelievable! All of this was going on, with the boat heavily heeled onto her side from winds and waves, some crew getting seasick, and

all the while, we're racing our hearts out! I should add that only two beers were consumed during this race. On *Krugerrand*, that's another record! We thought once we entered the Choptank River, the surrounding land would lessen the wind and waves. Instead of diminishing, the wind in the Choptank INCREASED, so we dropped the #2 jib sail and dragged it below. We brought up the #3 jib sail because the final two miles from the Choptank to the Oxford finish line would be a beat to windward. The boat handled well in the wind with only the mainsail up and we didn't have anymore "round ups" or "knock downs." We approached the final buoy, turned into the wind and attempted to tack to the finish with only the mainsail. However, we needed the pointing capabilities of the jib to reach the finish line in less time, so we launched the smaller #3 jib sail. Immediately, we were heeled over almost vertically again, but pointing more towards the finish line.

Suddenly, with a loud pop, the reefing line on the mainsail broke under the load. The mainsail flew out and was immediately dropped, as there was no way to carry a full mainsail in this wind. We took her off the boom and dragged her below on top of the wet #1 and #2 jib sails.

We were still beating to windward. I was trimming the #3 jib sail, when the fairly new one-inch thick jib sheet broke and the #3 went flying out, loosing a batten. Now we had NO sails! In that first instant, I sat dumfounded, realizing that this inch-thick, relatively new jib sheet had broken and my first thought was of puzzlement, wondering how to catch that sail, tie on another line, and reach the finish line before being blown into the shore. We immediately tacked, which instantly solved the problem, and trimmed the jib sail in with the port jib sheet. "Of course," I thought as I ran below and grabbed a spare sheet, re-ran it and tied it to the jib. We tacked back to starboard.

A few tacks later, we crossed the finish line, started the engine, dropped the #3, tied it to the lifelines, and radioed the marina. We lost our transmitting capabilities in the two-mile beat up to Oxford, so we motored over, called out and found our slip for the night. We were all exhausted, but we had won

first place in our fleet! Of the 18 registered boats in our fleet, four completed the race. We had completed the 29.20 nm race in four hours, 13 minutes and five seconds! That's FAST for a sailboat!

Out of 180 entered boats, 60 finished the 2004 Naval Academy Sailing Squadron's Annapolis to Oxford race! Everyone I talked to surrounding the clothes dryers and at the post-race party had suffered damage to their boats and /or sails. Boats with wind meters had measured gusts as high as 58 knots.

The Oxford Tred Avon Yacht Club's Commodore is now referred to as "The Hurricane Commodore." Last year's fall race to Oxford was cancelled due to the Thursday arrival of Hurricane Isabel. This summer's Oxford race coincided with the expected evening arrival of Hurricane Charley, which actually never arrived, although the post-race party did become a prolonged hurricane party. And finally, this fall's Oxford race coincided with the strong remnants of Hurricane Ivan. The Sun's Sunday headlines read, "Ivan rumbles through Md."

Afterwards, Dave asked me if I had been at the helm with the women's crew onboard, would I have thought to tack instead of jibe? How would I have handled the conditions? I told him I would have cried, "Please stop the wind!" all of the way to Virginia Beach!

Sarah Forbush-Southworth

Victoria-Class First Winter Regatta

Six competitors braved the first snow flurries of the season to race their Victoria-class radio controlled sloops off of Norm Dawley's pier in Lusby on Sunday, January 16. Conditions were at the upper end of sailability for these small boats, with gusts in the high-teens and a slight chop on the water. There were many up-wind round-ups and down-wind broaches during the three race series. Temperatures were just above freezing but probably well below with the wind-chill factor.

The first race saw Norm Dawley's boat late to the start, but his steady hand on the controls and ability to read the shifts led him to a convincing, full-leg-length victory on the Olympic course. Norm said that wind conditions within a foot or two of the water surface vary considerably from the prevailing wind that competitors can sense on the dock, and this was evident from the small yarn telltale on the top of Norm's mast that went to vertical on more than one occasion.

The start for race two was very close with Dave Pedersen being called over early. Norm Dawley prevailed again on the W-L-W-L course, coming in first over Robert "Smitty" Smith and Dan Schneider. Racing between Smitty and Dan Schneider was very close, the difference being holes that would suddenly appear on the course and change the lead. After two races, Norm Dawley was clearly in control of the regatta, but there was a three-way tie for second between Smitty, Dan Schneider, and Dave Pedersen.

Race three started with slightly lower and patchy winds on the course, and Dawley, Smitty, and Schneider remained close until the last leg of the W-L-W-L course when Dawley's better boat handling skills at the final windward mark gave him an uncontestable lead. Racing remained tight between Schneider and Smitty until Smitty's boat rounded up in a puff. Final standings were Norm Dawley (1: 1-1-1), Schneider (2: 3-3-2), Smith (3: 4-2-3), Pedersen (4: 2-4-DNS), Miller (5: 5-DNF-DNF), and Kubinec (6: DNS-DNS-DNS).

Victoria's are 30.7 inches long, have a displacement of 4.5 pounds, sail area of 433 square inches, and a mast height of 43 inches. There are around 20 boats owned by SMSA members. It takes 20 to 40 hours to assemble the model and install the electronics, which are furnished in kit form and cost about \$170. No electronics knowledge is required, just an ability to use some small hand tools and glue. In fact, the plastic hull is furnished in one piece, ready to receive deck fittings and the rig. The radio controls are very easy to use, with one lever controlling the set of the main and jib, and the other controlling the rudder. Some owners have painted their hulls to match the colors of their "big boats" and added some nice graphics. Others

have upgraded their rigs with composite masts and higher-tech sail material. During the regatta, it was not evident that the upgrades provided a significant performance improvement. Rather, it seemed that boat handling, ability to read the wind, and ability to perceive the boat's heading from a distance were the key factors. Most of the sailors did not have a great deal of experience with the boats, but all were able to negotiate the course. Contact any of the sailors mentioned in this article if you want to learn more about Victoria radio controlled sailboat racing.

Joe Kubinec - Victoria 100511 - Road Kill

WOMEN'S PROGRAM

The winter educational series of lectures for Friday evenings has been finalized. They will be held at West Marine on Friday evenings from 6:30-8:30 p.m. starting in January and ending Feb. 25th.

By the time this edition of *The Clew* arrives Dennis McCloud will have spoken about navigation.

On January 28th Will Keyworth (sailmaker for North Sails) is returning with his popular seminar on sail trim.

On February 4th Liz Filter from Kent Island will be talking about her Olympic experience in 2004.

February 11th features Stovy Brown presenting Wind Shift. Don't miss this one. It was great last year.

The series continues on February 18th with Jennifer and Dane Clark presenting their ever popular seminar on weather and current.

February 25th will highlight Dan Trammell and Stovy Brown's annual rules seminar with an emphasis on Racing Rules 2005-200

I look forward to seeing many of you at the seminars.

On a personal note I find that I no longer have the time necessary to fulfill my obligations as women's governor for SMSA. Carol Smith has graciously agreed to fulfill the rest of the 2005 term. Most of the schedule is already planned for 2005 and I am sure that we will work together to make it the best possible season.

I have enjoyed being women's governor and regret the necessity of resigning. Thank you to everyone who has helped and encouraged me in this position.

Sincerely,
Wendy Schneider
wendys115@hotmail.com
410-326-4630

SOCIAL

Mark your calendars for the annual Valentine's Day party on Friday, February 11, 2005 at 1900. There will be flowers for your sweetheart and dancing on the veranda (porch) overlooking water.

Please bring snack foods such as nuts or pretzels or similar fare! Munchies are the order of the night! Hope to see you there.

DATABASE

Please send any information changes to Stewart Buckler at sbuckler@olg.com.

EDITOR'S NOTE

Clew deadline for March is February 15th. Send to pedersenjudy@hotmail.com. Call Judy Pedersen at 410-326-2867 if you have any questions or concerns.

CLASSIFIED ADS

DON'T FORGET: You are entitled to three months of **free** advertising in our newsletter.

FOR SALE: SAILOR'S DREAM - Waterfront home in Hollywood, Maryland on Mill Creek with 312 feet of shoreline, 2464 Sq. Ft. home with four bedrooms, two baths. Dock has sailboat slip with 20,000 # lift & nine foot water depth, power boat slip with 5,000 # lift, plus two other slips 35 ft and 42 ft long. Lot is .57 acre with waterview on three sides. \$750,000. Has not been listed but offers received, so call soon if interested. Call Gail at 804-270-3777 or 804-370-0118 for information.

FOR SALE: SAILBOAT - Bristol 31.1 ft with 7 ft Starwing dinghy. Lots of extras: Global positioning, Radar, reefing main, roller-furled jib, inboard diesel engine, full galley with refrigeration, freezer, stove, cabin heater, extra sails. \$50,000. Call Gail at 804-270-3777 or 804-370-0118.

FOR SALE: SAILBOAT - American Sail Pennant 10 ft daysailer, excellent condition, ready to sail! Has had little use and been dry stored. Has positive floatation, mast, two sails and full cover. \$2000. Call Gail at 804-270-3777 or 804-370-0118.

FOR SALE: 1999 Colgate 26 "Bob". Dry sailed, race optimized, lightly used, five-time Screwpile class winner. Giant 11'6" cockpit, unsinkable hull, roller furling, outboard. Great family daysailer and even better racer. \$24,000. Mike Ironmonger 301-872-5396/mhironmonger@smcm.edu

FOR SALE/RENT: Boat Lift in slip at Zahniser's. 8,000# Hi-N-Dry Boat lift with sailboat bunk system. Purchaser will own the lift and rent the slip(subject to approval from Zahniser's). \$5,500 Mike Ironmonger 301-872-5396 mhironmonger@smcm.edu

FOR SALE: The *Skier* is for sale. Being five hours away I cannot get to her as often as I would like. An S2-11A (36 feet – sleeps 7) equipped for cruising. Appraised at \$48k but will make a deal to someone who will care for her. Contact Ed Miller at 814-444-8161, pwdrpwdr@aol.com.

February 2005

February 2005						
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27	28					

2	Wednesday	Groundhog Day
3	Thursday	<u>BOG Mtg @CH 1930 - Board of Governor's Meeting, Clubhouse, 7:30 PM EST</u>
4	Friday	<u>SMSA/West Marine Training - SMSA/West Marine Training, West Marina, 6:30 PM EST</u>
11	Friday	<u>SMSA/West Marine Training - SMSA/West Marine Training, West Marina, 6:30 PM EST</u>
12	Saturday	Lincoln's Birthday: <u>SMSA Valentine Party - SMSA Valentine's Party</u>
13	Sunday	<u>RC Boat Clean & Prep Day - RC Boat Cleanup & Prep Day, 11:00 AM EST</u>
14	Monday	Valentine's Day
15	Tuesday	<u>'Clew' inputs due - 'Clew' inputs due to editor</u>
18	Friday	<u>Yearbook inputs due - Yearbook inputs due</u>
18	Friday	<u>SMSA/West Marine Training - SMSA/West Marine Training, West Marina, 6:30 PM EST</u>
21	Monday	President's Day
22	Tuesday	Washington's Birthday
25	Friday	<u>SMSA/West Marine Training - SMSA/West Marine Training, West Marina, 6:30 PM EST</u>
26	Saturday	<u>HS Sailing FJ boat prep - High School sailing FJ boat prep, Clubhouse, 12:00 PM - 3:00 PM EST</u>

March 2005

March 2005						
S	M	T	W	T	F	S
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6	7	8	9	10	11	12
13	14	15	16	17	18	19
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27	28	29	30	31		

3	Thursday	<u>BOG Mtg @CH 1930 - Board of Governor's Meeting, Clubhouse, 7:30 PM EST</u>
5	Saturday	<u>HS FJ Boat Prep - High School FJ Boat Prep, 12:00 PM - 3:00 PM EST</u>
6	Sunday	<u>Frostbite Race - Spring Frostbite Race</u>
12	Saturday	<u>SMSA Birthday Party - SMSA Birthday Party</u>
13	Sunday	<u>Frostbite Race - Spring Frostbite Race</u>
15	Tuesday	<u>'Clew' inputs due - 'Clew' inputs due to editor</u>
16	Wednesday	<u>HS Practice - High School Sailing Practice, Clubhouse, 3:00 PM - 5:00 PM EST</u>
17	Thursday	St. Patrick's Day: <u>HS Practice - High School Sailing Practice, Clubhouse, 3:00 PM - 5:00 PM EST</u>
17	Thursday	<u>HS potluck dinner/parents mtg - High School Potluck Dinner and Parents meeting</u>
18	Friday	<u>HS Practice - High School Sailing Practice, Clubhouse, 3:00 PM - 5:00 PM EST</u>
19	Saturday	<u>Spring Clubhouse Cleanup - Spring Clubhouse Cleanup (SMSA and LCYC), 9:30 AM EST</u>
19	Saturday	<u>Jr Pgm mail-in req due - Junior Program Summer Camp mail-in registration due</u>
20	Sunday	<u>Frostbite Race - Spring Frostbite Race</u>
23	Wednesday	<u>HS Practice - High School Sailing Practice, Clubhouse, 3:00 PM - 5:00 PM EST</u>
23	Wednesday	<u>HS pizza dinner & rules - High School Pizza Supper & Rules Seminar</u>
24	Thursday	<u>HS Practice - High School Sailing Practice, Clubhouse, 3:00 PM - 5:00 PM EST</u>
24	Thursday	<u>Jr Pgm Camp Walk-In Reg - Junior Program Summer Camp Walk-In Registration, Clubhouse, 7:00 PM EST</u>
25	Friday	<u>HS Practice - High School Sailing Practice, Clubhouse, 3:00 PM - 5:00 PM EST</u>
26	Saturday	<u>Flea Market - Flea Market (SMSA and LCYC), 10:00 AM - 2:00 PM EST</u>
27	Sunday	<u>Frostbite Race - Spring Frostbite Race</u>
30	Wednesday	<u>HS Practice - High School Sailing Practice, Clubhouse, 3:00 PM - 5:00 PM EST</u>
31	Thursday	<u>HS Practice - High School Sailing Practice, Clubhouse, 3:00 PM - 5:00 PM EST</u>