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the clew



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CRUISE

OpSail 2000

Post Cruise Report

Hot, humid, thunderstorms, good sailing winds, all set the stage for a two week cruise filled with good friends, fun, tall ships, sailing in company or sometimes going out on your own. We started out Saturday, June 10th headed for Mill Creek off of the Great Wicomico River. The day started off hot and humid, with a light breeze, which picked up to about 15 mph near Point No Point. Good sailing all the way to Mill Creek where we were to be joined by 11 other boats. This cruise was one of those where boats would join, leave early, start late and catch up along the way. We had a great happy hour raft-up, still looking for some boats to join. *Blue Heron* reported catching their first Chesapeake Bay crab pot. It took them over 15 years sailing New England to catch a lobster trap, but only two years on the Bay to hook a crab pot. As dusk fell we broke the raft and anchored separately, still anticipating two more boats.

Sunday morning, all of my little ducks safely anchored in Mill Creek (sort of!) I wondered why

Constant Craving moved, did they go in search of more breeze during the hot, still, night? No, anchor drug – not good. As we motored out of the creek we found *Windwalker* anchored at the mouth of Mill Creek. Coming in after dark they found a quiet spot and dropped the hook. Our destination was Antipoison Creek. After stopping to help *Windwalker* with a fuel pump repair, luckily they had a spare on board, we all had a good sail to Antipoison. Antipoison is a pretty creek, but too many powerboats, not a good anchorage for a raft-up.

Monday morning. Good news: *Constant Craving* borrowed *Serenity's* spare ground tackle and stayed put through the night. The key was more chain. Anchor dragging solved. Again, another hot, humid day with not much wind. Was this early June? A little sailing, lots of motoring, we all made it to Deltaville about the same time. Half of us chose to get slips for the night, the rest chose to anchor in the southern branch of Jackson Creek, with severe thunderstorms predicted, the southern branch is the better anchorage. Good decision – as we found out later. The boats that stayed at Deltaville Marina went out to dinner and then during the thunderstorm, watched an awesome anchor dragging on their side of the creek. *Swan*,

Encore, Brigadoon, Serenity and Nimue, weathered the storm at anchor.

Tuesday. A little cooler, cloudy with a promise of rain. We all had a great sail to the East River, Mobjack Bay. *Cat Morgan* anchored by the tide mill and the rest of us anchored between G11 and G13. The holding was not the best. With more thunderstorms predicted, we had a short raft-up on *Encore*. *Aloha* remained in Deltaville, needing engine repair. If you are in the East River you must explore the tide mill, with a draft of 4 feet you can get back behind the mill. We met Jack Goodman, with crew, Ruth Keimig, coming out of the creek in the dinghy, after wishing us luck they motored off. The entrance is quite sporty (we've got the pictures to prove it) but once in there the creek opens up and is deeper off to the starboard.

Wednesday morning. A short leg to Chisman Creek, Poquoson River. This time, *Skier*, was the party boat and we got to meet Ed's crew, Skip Erickson. Marilyn and Gerry Eastwood joined the cruise on their new boat, *Lynn Dee*. Having engine trouble and with yet another thunderstorm threatening, we watched *Little Toot*, tow *Off Watch* safely to anchor.

Thursday morning and we are off to Hampton Roads and the tall ships. No wind, so we had a long, hot motoring leg. But the scenery was interesting with lots of boat traffic, both pleasure and commercial. *Cat Morgan* found a spot to anchor and the rest of us headed for the marinas. The tall ships would come in tomorrow.

Friday morning was another hot day. *Aloha* took as many people as they could safely hold and went out to the watch the tall ships as they came around into the Elizabeth River. *Little Toot* took the Salt Ponds crowd out near Thimble Shoals to watch the parade and they had the best view. The rest of us stayed at Tidewater Yacht Agency and watched from *Serenity's* decks. Frank and Rita Gerred, Sherma and Max Munger, Curt and Judy Larsen, with family, drove down to join us and watch the parade.

Commercial tugs in the area donated their services to escort the ships into their berths. The tugs were very careful not to mar the hulls of the tall ships; they had white canvas skirts over their tire fenders. We saw boats of all rigs and sizes. From *Esmeralda*, Chile, a four masted, 371 foot, barquentine, to two boats from the Pax River, *Alert* and *Vigilant*, 44 ft Luders yawls. The US Coast Guard's *Eagle*, lead the parade. It was amazing to see the crews of the ships, standing at attention in the rigging. What a day.

Saturday and Sunday. We all went about on our own, taking the ferry over to Norfolk, walking on the Portsmouth waterfront, and touring the tall ships. A very sudden and strong thunderstorm blew through Sunday evening, tearing canvas and causing an "anchor dragging drill" of tall ship proportions on the Norfolk side of the river. Large barges were tied perpendicular to the Norfolk sea wall, providing makeshift "slips" for the tall ships. One of the barges broke loose in the wind causing the drill. None of the ships sustained serious damage, which was amazing considering how close they were moored together.

Monday morning we were thankful to be leaving port. Four hectic days were enough. We motored over to the Norfolk side to get some close up pictures of the ships. As we motored by the Navy yard it was surreal to see the *Eagle*, her sister ships *Gorch Fock* and *Sagres*, now moored amongst the submarines, aircraft carriers and other various warships where they were towed during the storm. Tall ships from all over the world, on a goodwill tour nestled up next to today's naval ships with a peace keeping mission.

Swan said goodbye and headed home while the rest of us headed for the North River in Mobjack Bay. Around noontime we heard distant thunder and listened to severe thunderstorm warnings. A tornado was sighted in Portsmouth. Glad we left early. Luckily for us all the storm passed to the south and all we had was a little rain. It was good to meet up with *Encore, Skier, Little Toot*,

Windwalker and Cat Morgan. *Encore's* crew; Robert and Iris Willey and Gail Goode, left, leaving Dave to singlehand again, Ruth Keimig left Jack and Nikki on *Cat Morgan*. Bill Beha on *Little Toot* was no longer singlehanding, having picked up Gary Shaw in Hampton. We anchored in the North River and enjoyed a great happy hour.

Tuesday morning we headed for Gwynn Island. Debating on going through the hole in the wall from the bay side, we made up our minds when *Serenity* reported that they made it through and we were just at the entrance. Between R8 and G9 the way was tricky, we had to "find" deep water, but no other problems. Just remember that the marks reverse in the middle, just mind your charts. We found *Deshandera*, with Charlotte and crew, Susie, anchored and waiting for us. *Off Watch* had to stay behind in Portsmouth for repairs.

Wednesday we sailed over to the Corrotoman River, where *Mayflower* joined us. We had a huge happy hour on *Cat Morgan*, thanks Jack and Nikki. We had 15 SMSA boats in the anchorage, the most of the cruise. How many dinghies can you tie off of a catamaran? A lot.

It's Thursday and we sailed to Indian Creek for a dock party at Dave and Carol Bennett's. All but *Encore*, who ran out of deep water, tied up with *Nightwind* at the dock. Fourteen boats on the dock – a record number. We had a great time, thanks to our wonderful hosts.

Friday morning was hot with no wind. We had a long motor ahead of us. Our destination was the St. Mary's River, to meet up with the racers and weekend cruisers. The wind picked up as we entered the Potomac River and we had a good sail up the St. Mary's River.

Saturday was a peaceful day at anchor, *Aloha* caught up with us again, and many of the cruisers left for home ports.

Sunday we had a great sail home, wing and wing all the way up the Bay from Pt Lookout. A good ending to a good cruise. Looking back, we sailed almost every day, in spite of the hot, humid weather. We weathered a number of storms, repaired our boats underway, and took care of each other when needed, saw the tall ships, made some new cruising friends, and had a great time. Ready to go again,

Kris Hoile, Cruise Leader, *Nimue*

WOMEN'S CRUISE JULY 29-30, 2000

The Women's Cruise to Galesville, MD, in 3 knots of coolish wind and beaming sun ended with the Coast Guard warning of severe thunderstorms. We never experienced a drop of rain nor heavy clouds. From our marina we walked to Pirate's Cove to have dinner with Charlotte and Deb Mahood's cousins, Carol and Bonnie, and Jo joined us. Jo is a single hander who plies the ICW every year. A good time was had by all.

DESHANDERA departed early Sunday morning to "beat feet" down the Bay before another of the promised thunderstorms appeared. Charlotte, Deb and Janet were successfully south of the lightning that came across the Bay at the power plant. We sailed up the Patuxent River and were tied in the slip at "Z's" when the rain came. In all, the Women's Cruise gave us an opportunity to visit, relax, and enjoy a weekend on the Bay. We hope more women cruisers will join us next year.

Cruise Leaders, Charlotte Mahood and Janet Rupp

Labor Day at Crisfield

ALOHA transited to Crisfield on Wednesday or the opportunity to babysit our son John's two and a half year old twin boys on Thursday. The passage was smooth after passing through a

vigorous storm off the O'Club. The guy up high on the flying bridge took spray several times enroute to Holland Bar and on down Tangier Sound.

Sailors arriving Friday reported lots of wind from 150, which happens to be the heading to Holland Bar! A lot of motoring going-on. That evening, we had Happy Hour onboard ALOHA (Bill & Kendra Palmer) with the crews from SERENITY (Curt & Dottie Hamilton), Lynn Dee (Gerry & Marilyn Eastwood), EXEMPLAR (Bill & Doris Hopper) and SEA LANDER (Marv & Gloria Ranta, non-members). The Haydens and Hanfords were there in Charlie's new, bigger power boat, but had early dinner reservations. We decided to support the food vendors in the Crab Bowl grounds instead of our usual trip to the Side Street Market. This year, the marina again gave-out passes, one to each boat, with which up-to five persons could enter the grounds and all attractions, including the boat docking contest now held down at the City Dock by Captains' Galley. There was a hilarious show featuring guys in drag imitating big name stars to see who would be crowned "Ms Crab Claw"!

Saturday brought the usual marathon and swim contests, along with the Main Street Parade. SERENITY departed the anchorage early to join the alternate cruise. MORNING STAR (Rick & Terry Farman) came into the cove looking for calm waters and anchored. It was a beautiful day, and a long parade. Some very good marching bands. I thought the best was the U. S. Army "Capitol Guard" Fife and Drum Corps resplendent in their Revolutionary War era scarlet tunics and cocked hats. Precision to make you proud. Then there were crab races and the crab picking contest to keep us occupied until time for the Somers Cove Yacht Club's annual social for all the visiting clubs. The munchies were even more incredible than last year. Good time! That took care of dinner! More shows to fill the evening in the Crab Bowl, although somewhat dampened by rains that lasted through the night.

Sunday dawned still cloudy, but the docking contest and skiff races proceeded according to schedule. MORNING STAR made an early departure. Son John, Tracy and the twins came down for a dinner onboard made the easy way. We had freshly cooked crabcakes from the Side Street Market. Yum! We had hoped to take the boys to the carnival rides, but, due to the threatening nature of the weather, the carnival and food vendors were packing-up. A big dis-appointment for all. The fireworks were spec-tacular, but scary for the little guys. Pop-Pop didn't help matters any by blowing the ship's horn!

Monday was a little gloomy for the start of the trip home but turned sunny and calm later on. Overall, another nice Labor Day in Crisfield.

Bill Palmer, Cruise Leader

COLUMBUS DAY CRUISE

Njord will be leading a Columbus Day cruise to St. George and Smith Creeks. Both streams are located off the Potomac River. St. George Creek is located at the confluence of the Potomac and St. Mary's Rivers and is separated from the Potomac River by St. George Island. Smith Creek is up river about 7 miles from Point Lookout and is also on the Maryland side of the Potomac River. Both locations are approximately 39 and 35 miles respectively from Solomons Island.

We will raft-up on Saturday evening in Price Cove. We will continue to Smith Creek on Sunday and raft-up north of 38' 7.5" latitude. If you would like to dine at Spinnakers please call and let me know before September 7th so I can make reservations. The two anchorages are only a few miles apart so there should be plenty of time on Sunday to explore the area. We will return to our homeports on Monday.

Hope to see you at the raft up.
Jay and Elaine Green, s/v Njord

HALLOWEEN CRUISE OCTOBER 28-29, 2000

Please join BRIGADOON for the Halloween Cruise in Mill Cove (St. Mary's side). Enter Cuckold Creek between "9" and "11", continue toward Clark's Landing until you see the cove and turn to port. There is plenty of room to anchor.

We will have costume judging for children and adults. We will have a decorative pumpkin contest and the usual Halloween treats.

Hope to see plenty of Goblins and Ghosts, Witches and Scary Creatures.

Cruise Leader, Janet Rupp

RACE GOVERNOR

September was a great month for racing, with few windless Wednesday nights. The Zahniser's Wednesday night series finished on September 13 with great participation in all three fleets. The annual Smith Point race saw nine boats at the start line, six in spinnaker and three in non-spinnaker. Donna Maneely's Lickety Split took the gun and first in non-spin while Stovy Brown's high school sailors took the gun in spinnaker. Russell Miller's Diablo corrected out to first in a hotly contested spinnaker class.

October sailing may provide a venue to sharpen our heavy air racing skills. We have had more wind overall this year and have already seen boats flying #3 jibs and the occasional reefed main.

A junior regatta is on the schedule for October 7; these kids have learned a lot in our programs and are out there to win. Our Hooper Island/Point No Point race is scheduled for October 14 and is followed by the Fall Invitational on the 15th.

October 28 and 29 are the dates for a J-29 one-design regatta at Solomons. SMSA volunteers will be running the race committee and providing their usual high quality race work. Perhaps this will become an annual event. If anyone is interested in helping out, please contact Clarke McKinney, Dan Schneider or me. John Weir has signed on as PRO, with highly qualified help from Maggie Weir, Pete LaRoche, David Butler and Char Frost. We can always use more help and are sure to see some great racing.

We finished our Wednesday night series with only three formal protests. One was dropped after the protested boat exonerated herself with a 720 turn as provided in our race instructions. The two that did go to a formal hearing both dealt with racing rule 18.2 and other parts of rule 18. This rule is a bit complicated in rapidly changing situations and could warrant some study and review by all of us. The first hearing was covered in my July Clew article. Following is the second hearing, chaired by Dan Trammell.

PL—port leeward boat

PW—port windward boat

PROTEST: PL protests PW for failing to keep clear under Rule 11.

FACTS: PL and PW, both 30-ft boats, were approaching the starting line to start. Both were on port tack sailing on a close reach. PW was sailing a lower course than PL thereby converging with PL. When they converged to within two boat lengths of each other they were overlapped. S, a 29-ft boat, was on starboard tack sailing close-hauled parallel to and about one boat length from the pre-start side of the starting line. When PL came within two boat lengths of S, PL and PW were overlapped. PL was steering a course to clear the stern of S and requested that PW tack before reaching S. PW did not tack and continued to converge on PL as they were clearing the stern of S by about 5 feet. At this point there was only 2-3 feet of separation between PL and PW and contact occurred between the two boats almost immediately thereafter and concurrent with the starting signal. The minor contact caused no damage.

FINDINGS: PW was the keep clear boat with regard to PL under Rule 11. S was on obstruction to both PL and PW. Rule 18 applies since the incident did not occur at a starting mark (Rule 18.1(a)). Rule 18.2(a) modified Rule 11 in this situation and required PL to give room to PW to pass the

obstruction. The only determination that was made under Rule 14 is that there was no damage caused by the collision. PL failed to give sufficient room to PW to safely pass between PL and S thereby causing the collision. PL broke Rule 18.2(a).

DECISION: PL is disqualified.

Comment: Although PL was not protested, Rule 64.1(a) states "When the protest committee decides that a boat that is a party to the hearing has broken a rule, she shall be disqualified. A penalty shall be imposed whether or not the applicable rule was mentioned in the protest." Here Rule 18 was not mentioned but was the basis of the decision.

See you on the water,
Joe Frost/Race Governor
410-326-1978
e-mail: cfrost@us.hsanet.net

THE RACERS EDGE

A good breeze and light chop characterize the Patuxent as you, skipper of the infamous PEDAL TO THE METAL, are running downwind on a starboard tack and are overlapped and to leeward of your arch rival WEE WILLIE as you approach "V" mark which you both MUST jibe around and to pass to port. Prior to passing the mark and barely outside the two length zone you cleverly decide to luff WEE WILLIE and take her well beyond and above the mark in the hopes of gaining a significant tactical advantage. You drop your spinnaker, and luff WEE WILLIE but immediately get a "Protest!" hail from Poulet Poop, WEE WILLIE's skipper. You go to the protest hearing a little uncertain of your fate, but confident you had some luffing rights. You lose and are disqualified! Why?

Rules 18.2 (a) and 18.4 require you, the inside overlapped boat at a jybing mark, to "sail no farther from the mark than needed to sail the course". This requires you to maintain your course and jybe immediately to pass the mark. Your luff of WEE WILLIE changed your course and delayed your jybe, thus you are in violation of rule 18.4 and

are disqualified.

While the old rules would have allowed a luff beyond the mark (by both boats), the NEW rules have outlawed this practice in the interest of safety, keeping all the boats racing on course, and just general good sense. See you on the racer's edge ...

Fred Dellinger

RACE RESULTS

No results this issue.

WOMEN'S PROGRAM

By the time you read this, we will have completed the Women's Fall Series and pretty much the end of the program for this year. I want to thank Stovey Brown, John Herbig, Barbara Herbig, Ashley Mahoney, Jae Nee Ausley, Pat Schroeder, Char Frost, Joe Frost, Gail Goode, Maggie Weir, John Weir, Jim Young, and all of the others that have helped and supported the program throughout this year. I couldn't have done it without them all!

Kris Dennie-Young, Women's Governor

MEMBERSHIP

We are continuing to receive new members applications each month. At our September BOG meeting, the following membership applications were presented. Due to the lack of a quorum, approval was postponed until the October BOG meeting.

David and Patricia Marchant, sponsored by Ruth Keimig. David and Patricia are interested in training, cruising and racing. They have a Caliber

28 named "Illumination" that they keep at Solomons Landing.

David Johnson, Morgan Kaumeyer, Andrew Mechling, and Hannah Johnson, sponsored by Stovy Brown. Diane Hoskins, sponsored by Dave Petersen. David, Morgan, Andrew, Hannah and Diane are members of the Patuxent H.S. Sailing Club.

As you can see, school has started and Stovy has been very busy with his program. He plans to have two more membership applications for consideration at the October BOG meeting.

David and Patricia, David Johnson, Morgan, Diane, Andrew, and Hannah, welcome to SMSA. All of our members look forward to meeting you.

Char Frost, Membership Governor

SOCIAL

I would like to take this opportunity to thank my social committee: Melissa Behrens, Shirley Butler, Katie Kangas, Mary Anne McKinney, Paula Moessner, Karen Moore, Merrie Ruth Raley, Ronnie Spicuzza, Jackie Vigeant and Maggie

Weir. This past year would've been impossible without you. Thank you for all your hard work and support.

I am also very grateful to Kris Young for making my transition an easy one. I would like to lastly thank all the members who have volunteered throughout the year. Your continued support is appreciated.

Unfortunately, I have not received enough recipes to publish a cookbook this year. Thanks to all who contributed. I do plan to continue with this project in the coming year, so PLEASE send me recipes via e-mail or snail mail.

I hope everyone enjoyed the rendezvous after the business meeting. Thanks so much Rob and Sue Sloan for hosting!

UP COMING EVENTS:

October 15, 2000: Junior Awards and Oyster Roast Please contact the Eastwoods if you can volunteer for this rendezvous. Juniors, please bring appetizers. Burgers, hotdogs, rolls, beer and non-alcoholic beverages will be provided. Members with last names A-L are to bring side dishes to share. M-Z are to bring desserts.

November 4, 2000: Planning Meeting and Chili Party. The meeting starts at 9:30 a.m. Coffee, juice and pastries will be provided. After the meeting, we will have a chili party. We need volunteers to bring chili, cornbread, and salads. Please contact Shirley Butler, Jackie Vigeant or Ronnie Spicuzza for more information.

Sandy Leitner, Social Governor

DATABASE

Please send any information changes to Stewart Buckler, who keeps our database.
sbuckler@olg.com

SMSA LIBRARY

The author and title listings of the SMSA library are now available at the SMSA website:
www.smsa.com

Submitted by: Rob and Sue Sloan

INFORMATION NOTES

KNOTS TO YOU: Ever needed a quick but effective temporary tie to something?. Consider using the very simple Figure Eight Knot. It very quickly makes a good and secure slip knot around anything you tie it to. Try it! You'll like it!

PATRICK O'BRIEN AUBURY-MATURIN NOVELS

It has come to my attention, that a very few of our members (they shall remain nameless) have not even started the 20 novel series about this Captain Horatio Hornblower-type character and his naval surgeon during the English-French Napoleonic Wars in the period just preceding our American Revolution. There, I learned a "Bower" is an anchor and "Larboard" meant Port among, other arcane terms. Actually, there is an entire book explaining many of the terms used in this series of great historical novels by O'Brien. The New York Times rates Patrick O'Brien (who recently died) as the greatest English historical novelist ever, even over Jane Austen. Also, I recently purchased from Bay Books, which has them all (ask Sue Sloan who works there) a book which gives historical references to all the places in the world where these fictional events took place. Most of the great naval battles are based on true events chronicled by the English navy. They are much better than the Hornblower series. You'll see. One of our members, last season's Cruise Governor, is contemplating beginning them all over again. Come on, you guys and gals, we need to learn real nautical jargon. Get with it! [Paul, how about leading a winter reading group to do this series, while our boats are up for the winter? Editor]

AHEAD IS THE HEAD

Would you believe that the nautical name given to that smelly little room on our cruising boats (racers use an oaken bucket, I'm told) originated because of the shape of the sail used well before the Marconi (triangular) Rig that we use today. (Remember, Marconi invented the radio.) During the early days

of the square rigged cargo and navel boats, the square shape of the main sails required boats to cross the Atlantic with the trade winds, going west across the ocean at one latitude and east across it at another latitude, always down wind. That meant that the smelliest part of the boat was always the front, or the head, of the boat because the wind was at their rear. During those times, when a sailor said he was going to the head, he meant that he was going to crawl onto the heavy netting at the head of the boat to relieve himself. That's why the Captain's cabin was always at the stern of the boat where there were a minimum of offensive boat smells. Isn't that interesting! Don't you just love those pipe berths on those (ugh!) racing, balsa wood boats? That's another story, folks.

WEAR OR TEAR

In the old days, to *wear* a ship meant the same as what we call *jibing* today.

COCKPIT MUSINGS

Beaufort's scale, post race, here and gone, coins tossed, wishes and prayers, whispers of whistle's, gales and puff's -- measures, hopes, recollection, and superstitions to bring up the breeze. Can we imagine and know what the wind holds for us. I am challenged by imperfections and never ceased to amaze at the power held in the wisp of a breath, the gust, the gale, that keeps us up upon the breeze.

So simple this toy, we play with. Like kids we just want to go - as if something we have in our belief is going to bring a personal puff, to get us here, to win, to succeed. As adults things are more complex. VMG comes into play, downwind, upwind, we go, looking and longing for that special order -- our advantage, hoping that the things we know maybe a little better will get us there faster, or just bring us, where it is we wish to go.

Maybe it is untrue to believe in some advantage, maybe position is just established, no matter how

well we do or do not do along the way. Myth's bring difference, reality brings breeze -- study the nor'wester, know the shore -- it is still myth's and folklore. None of us will never know enough if we do not sleep - if we do not dream. We are all still human.

When we all come to know and understand the simplest things, when we are hanging on to faith, our course is changed, and paths directed upon the tried and the true. This breeze reaches out to me, and is followed by you. We are just hoping and believing that we are in front.

From the cockpit I see the tactics, I see more. There is no one guiding our course, but it is our faith and confidence bringing us home - time after time. Grounded upon this shore, I can and will dream that my wind will carry each and every one of us to our shore. To win is to know -- our choice, our path, and not someone else's direction. To live is to believe - to know and befriend the wind.

For all that we have learned will never foreshadow the fact - the wind is always free. It shall remain that way from the time that it lifts babies hair from our heads until we see that it can move things and people like we do not understand. When the heart and soul is upon the wind, we shall all be carried like feathers. Floating aimlessly until we are once again are lifted. We drift, we fall, we pick up and carry on.

When we cannot know or choose not to look beyond our path, our hearts remain heavy and our only challenge is to go back, or comeback -- to the simpleness, the kindness, and understanding of the wind. I will forever be uplifted -- I know my course, and am floating upon this breeze of things I may not understand but am challenged to find. I am and shall remain, true to the wind. My sight is omniscient, my faith is strong, I believe and know -- it takes a little bit of wind for a feather to be uplifted.

Fair Winds and Following Seas -- See You on the Water, Barbara Herbig

EDITOR'S NOTE

Maggie Weir has inherited the editorship of the Clew from Kathy and Jack Pappas. Kathy and Jack have done a superb job of putting the Clew together for several years. The development of "The Clew Prototype" now makes putting the Clew together little more than cutting and pasting in members' emailed articles. We all owe them tremendous thanks! And we also are extremely grateful to Tracy and Joe Kubinec for folding, addressing, stamping and mailing each monthly issue.

Please send all articles for the November Clew to Maggie by Sunday, October 15.

**e-mail: weirj@radix.net
Snail Mail: 46013 Rolling Road,
Lexington Park, MD 20653**

Jan Buckler has volunteered to put the calendar together for *The Clew* each month. Please be sure to alert her of any events, with times please, that you wish to have included. Thanks, Jan.

sbuckler@olg.com

SAILOR TID-BITS

Barbara Herbig has found some interesting information on nautical superstitions to share with us.

Friday (the day Christ was crucified) was considered an ill-omened day upon which to begin a voyage. In the nineteenth century the British Navy tried to dispel this superstition. The keel of a new ship was laid on a Friday, she was named H.M.S. Friday, launched on a Friday, and finally

sent to sea on a Friday. Neither the ship nor her crew were ever heard from again.

A bee or small bird landing on board would bring good luck.

Ill fortune would follow the lighting (landing) of a hawk, owl or crow on the rigging.

When it is calm, fishermen would whistle for a breeze.

A woman on board was bad luck.

A pig on board was bad luck.

A "Jonah" would bring bad luck. A Jonah could be a vessel, a person, even a valise being carried on board!

Bad luck would follow: breaking a looking-glass; dropping a hatch in the hold; turning a hatch bottom up; driving nails on a Sunday; letting the splices of a cable stop in the hawse-pipe when the vessel is anchoring on the fishing ground.

A horseshoe would ward off witches.

It is unlucky for fishermen to mention rabbits, hares, or other wild animals at sea.

It is unlucky to see a clergyman by the boats before setting off to sea. In such a case, the men might grumble "No fish for we tonight." A middle aged St. Ives fisherman set off one morning to the Scilly islands when he was greeted by a minister of one of the chapels who happened to be passing by; the man then said, "I'm very sorry to see you this morning, sir. I'd been thinking of going over to Scilly, but of course I can't go now, since I met you." The fisherman regarded the chance meeting as a warning from on high not to make the trip that day. The reasoning of this is supposed to be because clergy bury the dead.

Touching cold iron averts bad luck when seeing a clergyman on the street.

It is unlucky to use the word "church" when at sea. Since churches were often landmarks, the older sailors used the word "cleeta" from the Cornish "cleghty" (bell house)

When on the way to the dock, avoid people with red hair because they bring bad luck to a ship. The bad luck can be averted by speaking to the redheads first.

A naked woman aboard a ship calms the sea. (This is the reason so many ships have figureheads of a woman with her breasts bared).

It is unlucky to look back once a ship has left port, or even to have someone call you.

It is useless to fight the sea if you fall overboard, and thus it is foolish to learn how to swim - the reason many sailors never bothered to learn in the past.

If the rim of a glass rings, stop it quickly or there will be a shipwreck.

A fisherman should not wash his hands with soap before going to sea. It is thought that by washing his hands his luck would be washed away

A fisherman should not play with animals such as goats, sheep, pigs, dogs, donkeys, or cows before going to sea. Doing this is supposed to cause the fisherman ill luck during his fishing trip.

Intercourse before going to sea is supposed to bring bad luck.

Touching chive before going to sea is held to bring bad luck.

Some fishermen believe that spraying their boats with oils and ointments will bring them good luck when they go to sea.

Other fishermen believe in using bushes and lime to 'bathe' their boats and their bodies. This is supposed to remove any bad luck attached to their boats or their persons.

Some fishermen carry bushes and lime hidden away in their boat. This is supposed to keep away bad luck.

Many fishermen believe that one's luck for the day depends on the person you first see when you awake. If that person is industrious you are supposed to be lucky catching fish that day. If the person is lazy then your luck will not be good.

Among fishermen one of the worst pieces of bad luck is for a person to go fishing with his clothes put on "wrong-side" out.

CLASSIFIED ADS

DON'T FORGET: You are entitled to three months of **free** advertising in our newsletter! Take advantage of this great opportunity!

FOR SALE: New 12' swim net, never been used. Call Tony Csicseri at 352-751-0563 (11,00).

1985 EVELYN 32 "JAMMIN" FOR SALE - \$18K. Dry sailed for several years and proven winner – 1999 SMSA High Point. Fully race equipped with extensive NEXUS instrumentation. Almost new standing rigging and mast, inboard Yanmar engine and other extras. Contact David Butler at 410-326-4876 or email: dbutler@veridiansystems.com (9,00)

SAILING DINK: Eight foot, Atlantic. Very old but still totally functional for sail, row or outboard. Cruises well. Knows and loves all of the creeks on the Bay. \$150 at our pier (38 20.2N, 76 30.4W). Jay Hanks at 301-373-5474 or email: jhanks@us.hsanet.net (9,00)

SLIPS FOR RENT: Slips on quiet creek near Solomons, monthly or annually. 25-40'. 51/2 depth MLT at Kingston Creek entrance. 8' at pier. Call Joe Miller, 301-862-4936 or e-mail, pccsm@olg.com.

WANTED: I am looking to purchase a Lippincott 30 sailboat with a 4'2" draft. Please call: Dan Batchelor at 732-914-1103!!

CATALINA 22 "MISS JANE" FOR SALE. Swing Keel, 1977 model. New rig, 1999 5hp Nissan outboard. Three sails. Great overnighter or daysailer. Call Tim Flaherty, 301-481-7474 or 410-326-8084. Asking \$3,200.

BOAT: WATER TENDER 9 BY LEISURE TIME INDUSTRIES - Fiberglass, 9 feet long, with oars. Will accommodate up to three people. \$250.

OUTBOARD: TANAKA 2 HP, MODEL 120, 2 cycle, air cooled. \$200.

Both for \$400.

Boat may be seen on dinghy rack at FF dock. Call 703-764-9282 or email georged764@juno.com

SMSA Events for your Calendar

October 7-9: Columbus Day Cruise

October 15, 2000: Junior Awards and Oyster Roast

October 28-29: Halloween Cruise

November 4: Planning Meeting and Chili Party
The meeting starts at 9:30 a.m. Coffee, juice and pastries will be provided.
After the meeting, we will have a chili party.

November 5, 12, 19, 26: Rhumb Line Inn Fall Frostbite Races
Watch the starts from the Gas Dock at Calvert Marina and come to the Sports Bar at the Rhumb Line to warm up and get results.