

P.O. Box 262, Solomons, MD 20688  
Website: [www.smsa.com](http://www.smsa.com)  
Editor: Margaret Weir

# the clew



March 2002

Volume 32, No 3

## COMMODORE

The job announcement and the recruiter didn't mention the marathon BOG meetings that would be occurring in 2002. There are many issues and events happening this year in addition to the ever-present SMSA land acquisition/Clubhouse discussions. I would like to commend the members of the board of governors (and especially secretary Linda Miller) for their willingness to spend a lot of their valuable time, working very late, listening to committee reports and discussing complicated motions. All this and we haven't even started sailing yet.

The Swale committee has been redirected to examine all potential land and facility sites in the Solomons area after several meetings with Matt Gambriel, Skip Zahniser, Jay Hanks, John Weir, and the BOG. More information will be forthcoming at the Winter General Business Meeting. The SMSA requirements committee has been very busy and under some pressure to provide a straw man facility requirements document. This document actually starts to outline a vision for SMSA. More information from this committee will be presented at the General Meeting.

Several motions were passed at the last BOG meeting. The first was a motion to be forwarded to the membership for vote to establish a negotiation team with authority to enter into negotiations for facilities after approval by general membership. The second was to establish a standing facilities committee intended to oversee long-term facilities negotiation and establishment. Details of these are included in the BOG meeting minutes.

The season is just starting to get underway. Don't forget the upcoming sailing seminar on March 2, the SMSA birthday party on March 9, nautical flea market on March 16, and the racing rules meeting on March 22. The racing season is upon us with the Sunday Frostbite races starting on March 3.

Jim Young, Commodore  
[jkyoung@radix.net](mailto:jkyoung@radix.net), (301) 994-0547

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SMSA is a volunteer organization and as such its success lies solely with the energy and enthusiasm of its members. If you want to help with any of the various activities, please call or email any of the governors and officers.

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## SECRETARY

### APPROVED MINUTES BOARD OF GOVERNORS MEETING FEBRUARY 7, 2002

#### OFFICERS AND GOVERNORS PRESENT:

Jim Young, Barbara Herbig, David Arbuthnot, Walt Rupp, Dan Schneider, Gail Goode, Tim Flaherty, Dave Pederson, Bridget McNamara, Paul Eubank, Linda Kuehnle

**OTHER MEMBERS PRESENT:** Maggie Weir, John Weir, Jay Hanks, Stovy Brown, Frank King, Oliver Kangas, Don Behrens, Carl Feusahrens, John Walker, Lynne Walker

Commodore Jim Young called the meeting to order at 7:40 p.m.

**Secretary** – The minutes from the January 3 meeting were reviewed and discussed. Walt Rupp questioned how the \$5,000 capital funds for a feasibility study of the swale was decided. Jim Young explained the process and how it was voted on and approved. David noted that he was absent when this motion was passed. Given his fiduciary responsibility to the membership as Treasurer and based on his understanding of the SMSA by-laws, it was his interpretation that the BOG did not have the authority to spend this money without the prior approval of the membership. Given also the failure of the motion to start negotiations for the purchase of the swale just the week before, it seems likely that the membership may not approve this expenditure. The minutes were approved as stated. Jim proposed a motion for the BOG to vote the approval of the draft minutes via the email. This process is only for the minutes and will be completed to meet the deadline of *The CLEW*. The motion was approved by voice vote.

**Treasurer** – David distributed 2002 budget worksheets for each Governor to spread by month the already agreed annual total. There are still a couple of items missing before the 2001 operating

income and expense statement can be finalized. David also reminded the BOG that summer camp counselors are to be treated as employees with social security and federal taxes withheld from their pay. David informed the BOG that our CPA and tax lawyer are still studying just how to report the Screwpile income, but he hopes to have this resolved very soon. In the interim none of these money market funds will be used.

#### **Facilities Requirements Committee Report** –

This committee was formed to draft the requirements for a facility and land for future years. The committee is composed of John Weir, Barbara Herbig, Don Behrens, Rod Schroeder and Max Munger. The committee visited The Severn Sailing Association and asked questions like “How did they get where they are?” The comments were very interesting. They raised funds several different ways, e.g., people purchasing shares and donations. The committee will soon visit Fishing Bay, which may be more like us. The committee’s draft summary document was reviewed and discussed. The draft summary will be sent to the BOG for review and feedback and published in the March issue of *The CLEW* as an insert.

**The Swale Feasibility Committee Report** – The Swale Feasibility Committee was established to look into the feasibility of the Swale property as envisioned by the formal proposal presented to SMSA membership in the fourth quarter of 2001 and voted down at the membership meeting on December 27, 2001. After meeting with Matt Gambrill and based on preliminary requirements committee documentation, it appears that the Swale property is not a good investment. There are other properties for SMSA to look into. The committee interviewed George Burrows, who has an appraisal and consulting service, to possibly use his service after the draft report has been released. The entire Swale Feasibility Committee report to the BOG will be published in the March issue of *The CLEW* as an insert.

- Jim proposed a motion to revoke the authorization of funds up to \$5,000 for the original Swale Committee. Motion was approved by voice vote.

- Jay Hanks proposed a motion to the BOG: I move that the Board of Governors authorize the expenditure of up to \$5,000 of Screwpile Funds for surveys, appraisals, consultants, etc., toward acquisition of land and facilities for the SMSA, with Land Acquisition becoming a Line Item in the SMSA budget, with individual expenditures pre-approved by the Treasurer or the BOG, with checks signed by the Treasurer and with Land Acquisition Committee reports, including expenditures, part of the BOG minutes. No SMSA indebtedness or other long-term commitment is authorized. No one seconded this motion.

- Dan Schneider proposed that his motions, which were tabled during the January BOG, be discussed. Dan proposed 5 stand-alone motions.

-- Motion 1 – The membership authorizes the BOG to collect and hold in escrow \$200.00 per full membership per year until such time as a piece of land and improvements are purchased and permanent financing established for a clubhouse and facilities. Said facilities and clubhouse are to be defined later with the approval of the membership. Interest on the escrow account will be compounded and included in the fund. These funds are not to be used for general expenses or operating costs. This fund will be called and referred to in future documents and issues as the SMSA Building Fund. Motion was voted on and defeated.

-- Motion 2 – The membership authorizes the BOG to increase the initiation fees to \$200.00 per individual or \$400.00 per family. A Building Fund will be established into which these funds will be deposited. This establishes a fund to be referred to in future documents as the SMSA Building Fund. Discussion followed and the motion was voted on and defeated.

-- Motion 3 – The membership authorizes the BOG to establish a negotiation team with authority to obligate good faith money up to the amount held in the SMSA Building Fund. This obligation can only occur with the approval of the BOG and the membership in accordance with the By-Laws. The negotiation team must be able to establish that there will be adequate funding to complete any

transaction using the building fund and financing that is reasonable, responsible, and appropriate. The life of the negotiation team is the acquisition of the land and facilities for the association. This team will not be responsible for the site selection or the size, shape and function of any improvement. The membership for this team should be based on contract knowledge, financing experience, and law. Motion was approved by voice vote.

-- Motion 4 – Establish a standing facilities committee with the responsibility to monitor the progress of the negotiation team and determine the will of the membership on the size, location and capabilities of the future facilities. The committee will not have the authority to obligate funds. The committee will have a budget to develop plans and drawings. They will regularly communicate with the BOG and the membership on the progress toward an SMSA facility. The commodore will appoint a chairman and the membership of the committee. Motion was approved by voice vote.

-- Motion 5 – If Motion 3 is passed by the membership, the negotiation team is authorized to contact Matt Gambrill and determine the amount of land he would consider selling to the association and at what cost. If he is not willing to provide sufficient information then no further exploration of this site will take place. They are then further authorized to negotiate with financial institutions and individuals to determine the options available to the association. The best option will be presented to the membership at a special meeting of the membership. A simple vote will be taken to determine the general viability of the plan. The specifics will be the responsibility of the negotiation team. No one seconded this motion.

**Vice Commodore** – Barbara proposed the following motion: The SMSA Operating Budget for 2002 shall be amended to include expenditures of up to \$2,000 for surveys, appraisals, consultants, etc. to be applied to the exploration of land purchase or other related options in resolution of potential loss of current facilities. This shall go into effect when the treasurer has amended the budget to include these items and funds are

allocated. These expenditures shall be presented to the treasurer with prior authorization for expended funds approved by the Board of Governors and/or an officer of SMSA. Discussion followed the motion. Discussion closed and the motion was approved by voice vote. Barbara reported that she received confirmation that the U.S. Sailing Insurance and Regatta Insurance have been paid.

**Race** – Shawn was not in attendance.

**Cruise** – Walt reported that the cruise-planning meeting was terrific. They have developed a cruising schedule. A discussion session for cruisers planning to go north to New England is to be scheduled sometime in March or April. The Cruise Governor was congratulated on a very well attended, successful and enjoyable cruise planning meeting on February 2.

**Junior** – Dave asked who he should send web site changes to? Jim replied that Dan Shannon is our Webmaster. Dave reported that a Code of Conduct Agreement that the student and parent both must sign would be added to the summer program. Dave also gave Jim a letter from SMSA to the foundation. That the grant application to the SMSF be approved and the Commodore is authorized to sign and forward it to the Foundation for consideration. The bare boat agreement be approved for the Junior Governor is to prepare such agreements for six FJ's granted by the Foundation for use by SMSA in 2002. The motion was approved by voice vote. Dave must first close out the old grant. Are the 420s returned to the Foundation in the same condition as they were received? Dave also reported on the Junior Sailing Program Plan-2002. The plan outlines the execution of the following programs: Sunday Junior Sailing, High School Varsity Practice, High School Basic Sailing (new), Junior Sailing Camps (revised), and Junior Formal/Informal Racing. This includes fees and dates. A motion was proposed to accept the fee structure for the high school summer camp sailing program. The motion was approved by voice vote.

**Women's** – Gail reported that the women's program sailing seminar for March 2 has been changed to a planning session and will be held

after the annual meeting is over. I will just hold a committee meeting for all who are interested in the program and we will try to quickly schedule some things for the coming months. I hate to not do anything with so many people there. The general meeting has been rescheduled for March 2. Gail also reported that she needs to get with Barbara about the schedule for the Coast Guard Auxiliary training. Barbara suggested that Gail appoint a new training coordinator to work with Gail on this for 2002 year.

**Rear Commodore** – Paul reported that Calvert Marina would like to have a breakfast in the clubhouse on August 10. He also reported that the sewage problem has been repaired in our clubhouse. Also, anyone planning a social function at the clubhouse does not need to buy any paper or plastic products such as paper plates, cups or plastic knives, forks, spoons until we use up the huge overstock we currently have stored in the pantry.

**Publicity** – Tim reported that Dan Shannon is our Webmaster and he will update the web. Everyone needs to get their changes to him soon. We are also looking for suggestions to re-design our web site. Please send your suggestions to me, Dan or Stew.

**Membership** – Bridget presented two new applications for membership. The first names are Jonathan and Susan Bergmann sponsored by Joe and Tracy Kubinec. The second applicant is Marc Apter sponsored by Walt Rupp. Both applications were approved by voice vote.

**Social** – Laura was not in attendance.

**Facilities** – Dan had no report.

**New Business** –

- Jim reported that the General Business Meeting for February 9 has been cancelled. A new date will be published in the March issue of *The CLEW*.

- Jim asked the BOG to review their particular position description in the BOG book and propose updates if necessary. Walt is spearheading the drive to review and update the BOG member's position description as needed. Barbara Herbig has an electronic file of these and will send to Walt to

use as a basis for the update. Any changes will be due to Walt by opening day April 7. The meeting adjourned at 12:40 a.m.

Submitted by Linda Kuehnle, Secretary.  
jkuehnle@tqci.net, (301) 737-7628

## UPCOMING BOG AGENDA

### Southern Maryland Sailing Association Board of Governors Meeting March 7, 2002

#### Tentative Agenda

Commodore-  
    Opening Remarks  
Secretary –  
    Status on E-vote of February BOG minutes  
Treasurer – Financial Report

Vice Commodore - On the water  
Race Governor  
Cruise Governor  
Junior Governor – CBYRA Junior meeting summary  
Women's Program Governor  
Rear Commodore - On the shore  
Membership  
Social – Opening day  
Publicity –Yearbook Status  
Facilities

Old Business  
    SMSA/PRSC relationship  
New Business  
    Winter General Business Meeting Synopsis  
    Dues Structure Discussion  
    Planning and Policy Committee –  
        2002 tasking

Commodore  
    Closing Remarks  
Adjourn

## POLICY AND PLANNING COMMITTEE

There have been no tasks for the P&PC, awaiting results from the two, more short term and intense, Facility and Requirements Committee and Swale Committee. I have met with the Commodore and the chairmen of the committees, am attending and participating in the BOG meetings, and endorse the Committee and BOG reports and actions so far. Some interesting land and facility options other than long term, high cost routes might be found and offered to the members. I endorse the documented use of up to (the reduced to) \$2000 of Screwpile Regatta money for surveys, appraisals, consulting, etc.

In accordance with Article I, Section 4 of the Bylaws, no long-term indebtedness of the SMSA shall be incurred without a prior notice/absentee ballot referendum. Also, similarly, in Article III, Section 6, no change in initiation fees or annual dues. Last year's survey results suggest that we should keep trying. Perhaps we will be offered new, less expensive choices in time for another referendum before the next-January membership renewals.

Norris Jay Hanks, Chairman P&PC  
(301) 373-5474, [jhanks@starpower.net](mailto:jhanks@starpower.net)

#### Facilities Requirements Report

A draft summary of the report the Facilities Requirements Committee ultimately expects to deliver to the Commodore, the Board of Governors and the membership is included as an insert in this issue of *The Clew*. It is being presented to you for your perusal and comment, and will be on the agenda of the Winter General Meeting. Any comments you have on the document, its direction, its assumptions, etc. are welcome, and may be directed to me at [weirj@radix.net](mailto:weirj@radix.net) or at (301) 862-2802.

The Committee would particularly like to direct your attention to the three items that appear in bold in Section 3.2 of the document. These goals, along with the facilities currently used by SMSA adjusted for growth and rectification of shortcomings, form the basis for the requirements we have identified. Submitted by John Weir

## CRUISE

A standing-room-only crowd attended the SMSA Cruise Planning Meeting on February 2. We had a great turnout on a beautiful, sunny day. There were several BOG members in attendance including Bridget McNamara (Membership), Dave Pedersen (Junior Program), Paul Eubank (Rear Commodore), Laura Comeau (Social), Shawn Stanley (Race), David Arbuthnot (Treasurer), and a brief visit from our Commodore, Jim Young. Also adding to the discussion were several Past Commodores, Jay Hanks, John Walker, and Frank Gerred.

After a breakfast of bagels, donuts, coffee, and other beverages we reviewed the suggested schedule of twenty-four cruises. I am happy to report that all of the cruises from April 6 to November 10 have a cruise leader. The cruising information will be submitted to the Yearbook editor and will form the basis of our cruising program. Thank you, Cruise Leaders! Thank you Bridget for bringing the coffee cake for breakfast. Upon completion of our cruise schedule meeting we had a delicious lunch consisting of a meat/cheese platter, a vegetable/dip platter, and a fruit platter. Also on the menu were condiments, salads, rolls and beverages. Thank you, Sammy Evans for bringing the salad for lunch.

Several additional cruise meetings were planned for later in the cruising season. Please mark on your calendar that after the Opening Day Cruise, on Sunday, April 7, we will have a roundtable discussion to discuss sailing north to Maine. Everyone with experience or interest in a cruise to Maine is invited to attend. The discussion leader,

David Arbuthnot, has additional information elsewhere in this issue of *The Clew*. Another discussion on cruising south on the ICW will be held mid-summer with the date to be determined.

Other SMSA events where we can discuss the cruise program include the Birthday Party to be held Saturday, March 9, and the Nautical Flea Market to be held on March 16. I invite everyone to support the ardent racers and to witness the opening of the Frost Bite Race Series on March 3. The Frost Bite Race Series is conducted from the gas dock at Calvert Marina. Call Shawn to inquire what time the races begin. I highly recommend that all who have an interest in seeing the best of SMSA racing join the Race Committee in the future to help out with the various duties racing activities. Or better yet, join in the racing program.

I would like to recognize all the volunteers who provided special support for the Cruise Planning Meeting on February 2. These include Ron and Susan Williams, Paul Eubank, Dave Pedersen, Bridget McNamara, Sammy Evans, and my wife, Janet, without all of whom we would not have had a great party! Thank you all!

Walt Rupp, Cruise Governor  
jrupp@chesapeake.net, (301) 863-0175

## PLANNING A CRUISE NORTH

Following the well attended and successful "ICW to Florida" get together last summer, we are planning a similar session this year for those interested in cruising in New England. Just like we do for happy hour on SMSA cruises, bring an hors d'oeuvres to share and your beverage and come share / learn about favorite harbors and experiences cruising from Cape May to Maine. The discussion round table is scheduled for **Sunday, April 7 at 4 p.m. at the Clubhouse**. This is Opening Day weekend and those who participate in the Opening Day cruise should be back from St Leonard Creek by then.

## MEMBERSHIP

SMSA is very happy to welcome Jon and Susan Bergmann. Their ketch, *Tara*, is at Calvert Marina. (Possibly you've seen Susan out on the Thursday Night Races?) They live on their boat with their 10-month-old daughter Kelly. Joe and Tracy Kubinec sponsored Jon and Susan. I can personally attest to Susan's superior tactics, after working Race Committee Thursday Nights. Watch out, fellas. They are both interested in cruising also.

Our other new member is Marc Apter. Marc's sloop is *True Luff*. He is interested in cruising, and possibly crewing. Walt Rupp sponsored Marc. We look forward to Marc's participation. The last I heard, he was getting his sails ready for the spring. All right!

Finally, please keep those renewal forms coming in. They've started to slow down, with only a few still outstanding. I think I can reclaim my dining room table soon.

Bridget McNamara, Membership Governor  
bmac@chesapeake.net

## JUNIOR PROGRAM

The Junior Program for SMSA is taking form and details are coming together. Recently, I attended a CBYRA junior meeting in Annapolis. This was an opportunity to find out what other junior programs were doing in the region and to explore the possibilities of hosting a local junior regatta. In fact, we plan to host two regattas this year.

The Spring Fling regatta is planned for May 18 and the Dog Days regatta is set for August 24. Further details will be forthcoming. Boats that can

participate include 420's, FJ's, Lasers and Opti's. These should be great fun!

The Sunday program will consist of two sessions with each session including five Sundays. Each session will feature two age groups. The first session of each Sunday will be for younger sailors sailing Opti's and the second session will be for older juniors and they will sail the 420's and FJ's. Already I have heard from numerous families that they are looking forward to this program. Volunteers will be needed. What could be more fun than spending a Sunday with eager young sailors?

The summer camps will be a different mix of sailing opportunities this season. Two of the camps will feature FJ's and 420's, a significant change from the past. Six one-week sessions are planned. We are currently seeking a Level I sailing instructor. Sign-up for these camps will begin Wednesday, March 20 at 6:30 p.m. at the clubhouse. Please feel free to contact me in the evening for details about the camps and costs.

I want to thank the members of the junior committee who are hard at work on the details, which include paperwork, staffing, schedules, volunteers and the need for a crash boat. All members will have a chance to help us in this exciting venture. I feel confident that SMSA will meet the challenge of providing a stimulating junior program this season.

Dave Pedersen, Junior Governor  
pedersendavec@hotmail.com, (410) 326-2867

## COAST GUARD AUXILIARY SAILING FUNDAMENTALS COURSE

Have you got novice crew to train for next season? Or know someone who would like to learn to sail? But you don't have time to teach them? Do you have a teenager (or anyone born after July 1, 1972) who can't legally operate a boat under power in Maryland because they don't have the State Boating Safety Certificate?

The Coast Guard Auxiliary Sailing Fundamentals Course is just what you need. Eight two-hour sessions will prepare a student to step aboard a boat and know what is going on. The course also gets the student a textbook by Gary Jobson and awards the Maryland State Boating Safety Certificate.

**Where:** Patuxent High School, Lusby

**When:** Thursday Evenings, 7-9 p.m., starting March 7, for eight sessions

**Cost:** \$25

Call Frank King, (410) 326-2504, for details.

## THE RACER'S EDGE

It's a late February afternoon and you, the famous skipper of the racing yacht PEDAL TO THE METAL, are enjoying the mild winter weather while strolling along the Patuxent Riverwalk, and longing to be out on the water. The sunny clear day has drawn your mind back to last summer's Wednesday evening races, which in turn has reminded you of that scoundrel Poulet Poop who skippers WEE WILLIE. Your thoughts are of all the times he protested you for "minor" infractions of the rules and had you disqualified from the race.

Just as you sigh deeply, a friend of yours who is also an SMSA member who races in the Wednesday evening series strolls by and stops to chat. After brief pleasantries, you begin to sadly recount your many incidents with WEE WILLIE, and then you discuss with your friend one in particular that really irritated you.

Both you and WEE WILLIE were approaching your class's starting line after the gun on starboard tack in light winds, and both of you were pinching just a little to clear the mark end of the starting line. You were barely clear ahead and to leeward of WEE WILLIE and could not pinch up without fear of changing course too closely and thus not giving WEE WILLIE room to stay clear. So you maintained your course and hoped that you would

not hit the mark. Unfortunately your port side rub rail hit the mark as you slowly pinched past the mark! Your quick mind immediately told you to hold your starboard tack around the mark, gybe, and then start on a port tack having paid your penalty for hitting the starting mark. You efficiently completed your maneuvers, and sailed onward on port tack only to hear Poulet Poop shout, "Protest". Confident that you were in no foul trouble, you completed the race, went to the Protest Hearing ... and were quickly disqualified! Why?

Rule 31.2 required you to "get well clear of the other boats as soon as possible, and take a penalty by promptly making one complete 360 degree turn including one tack and one gybe". Unfortunately for you, your rounding of the leeward mark did NOT include a tack as you sailed off after rounding on a port tack (thus your turn was only 270 degrees). Thus your disqualification ... and one more lesson from the school of hard knocks thanks to Poulet Poop.

See you on the Racer's Edge... Fred Dellinger

### The Judges Respond:

As I read this month's article, I thought that the finding was correct that PEDAL TO THE METAL broke rule 31.2. However, there are other issues that are raised that should be discussed.

It was stated that PEDAL TO THE METAL was barely clear ahead and to leeward of WEE WILLIE and could not pinch up without fear of changing course too closely and thus not giving WEE WILLIE room to stay clear. I would argue that WEE WILLIE may not have been keeping clear as required by rule 12 if PEDAL TO THE METAL could not "sail her course with no need to take avoiding action" as stated in the definition of "keep clear." In this situation, PEDAL TO THE METAL can make a smooth turn to windward, thereby complying with rule 16.1, to clear the mark so long as she does not go past head to the wind.

The other issue that should be discussed is after PEDAL TO THE METAL hit the mark she decided to hold starboard tack around the mark, gybe, and then start on a port tack. The inference here is that she did not start properly and must go back through the starting line. NOT TRUE. The definition of "start" applies here in that a boat has started when any part of the boat crosses the starting line provided she is not OCS. In this situation, PEDAL TO THE METAL should have continued on starboard and get well clear of other boats as soon as possible before taking the penalty turn. J. Dan Trammell

At all marks except those at the start, the right of way boat under Rule 18 is not subject to Rule 16 in executing course changes to round or pass a mark. But Rule 18.1 specifically states that Rule 18 does not apply at a starting mark surrounded by navigable water. So PEDAL is correct in not abruptly changing course to avoid the starting mark in the case at hand.

PEDAL certainly has the right under Rule 16 to alter her course; she just cannot do it so that WEE WILLY does not initially have room to keep clear. Presumably, in the case at hand, PEDAL was altering her course slowly to starboard (pinching), no matter how close astern WEE WILLY was, and still hit the starting mark. Stovy Brown

## EDITOR'S NOTE

The deadline for submitting articles for the April 2002 issue of *The Clew* will be

**Friday, March 15 at 5:00 p.m.**

E-mail: weirj@radix.net  
Snail Mail: Maggie Weir  
46013 Rolling Road  
Lexington Park, MD 20653

Barbara Herbig puts the calendar together for *The Clew* each month. Please be sure to alert her to any events that you wish to have included.

## DATABASE

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

## SMSA LIBRARY

The author and title listings of the SMSA library are now available at the SMSA website at [www.smsa.com](http://www.smsa.com).

## 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:** RESOLUTE, '82 CHEOY LEE PEDRICK 41 sloop/centerboard ready for cruising and/or liveaboard. Fully equipped vessel, extremely good condition, NO TEAK DECKS. Contact Al & Gale Parmentier for complete details: (561) 489-6176 or force8@earthlink.net (5-02)

**FOR SALE:** DESIGNER'S CHOICE, sloop, designed by Sparkman & Stephens. Length 14-10 1/2, Beam 6-1, Draft 5" BD UP, 3' BD DN. Includes sails and trailer. New around 1981, TLC since. \$2,000. Call Rae Thompson at 301-863-2193 or Jay Hanks at 301-373-5474. (2-02)

**FOR SALE:** Zodiac 9' roll-up inflatable. Very similar to West Marine RU-260. Used only 3 times! Paid over \$ 800. Will sell for \$ 450. Call Bill Moessner (703) 402-8500 or email magicboat@hotmail.com (12-01)

## March 2002

SUN	MON	TUE	WED	THU	FRI	SAT
					1	2 <i>General Membership Meeting 0900 - 1130</i>
3 <i>The Wharf Spring Frostbite Series #1</i>	4	5	6	7 <i>BOG Meeting, 1930 @ Clubhouse</i>	8	9 <i>SMSA 30th Birthday Party</i>
10 <i>The Wharf Spring Frostbite Series #2</i>	11	12	13	14	15 <i>"the Clew" inputs due Editor</i>	16 <i>Nautical Flea Market (Fundraiser)</i>
17 <i>The Wharf Spring Frostbite Series #3</i>	18	19	20 <i>Junior Program Summer Camp Registration 1830 @ clubhouse</i>	21	22 <i>Racing Rules Seminar, 1900 @ Clubhouse</i>	23 <i>SMSA Clubhouse Spring Clean-Up, 0930 @ Clubhouse</i>
24 <i>The Wharf Spring Frostbite Series #4</i>	25	26	27	28	29 <i>Good Friday</i>	30
31 <i>Easter Sunday</i>						

## April 2002

SUN	MON	TUE	WED	THU	FRI	SAT
	1 <i>April Fool's Day</i>	2	3	4	5	6 <i>Opening Day Ceremony and Brunch, 0930 @ Clubhouse R C Boat Familiarization Opening Day Cruise</i>
7 <i>Cruising Round Table Discussion on Traveling North</i>	8	9	10	11	12	13 <i>Small Boat Kickoff Meeting 1300 @ Bowen's Inn</i>
14	15 <i>"the Clew" inputs due Editor</i>	16	17 <i>Zahniser's Wednesday Night Race #1</i>	18	19	20 <i>Junior Spring Warm-up Regatta</i>
21	22	23	24 <i>Zahniser's Wednesday Night Race #2</i>	25	26	27 <i>Sharps Island Race Begin Weekend Cruise</i>
28 <i>Spring Invitational Race Mini-Rendezvous after race @ Clubhouse End Weekend Cruise</i>	29	30				



# **Southern Maryland Sailing Association**

## **30<sup>th</sup> Birthday Party Celebration**

**Saturday, March 9, 2002**

**7:00 – 10:00**

**Olde Breton Inn  
Leonardtwn, Maryland**

***Come and celebrate this special evening  
surrounded by your fellow S.M.S.A. members &***

*enjoy light-fare hors d'oeuvres and Birthday cake*

**\$20.00 per person**

**Cash Bar**

Please RSVP by Monday, March 4, 2002

Contact Social Governor Laura Comeau at (301) 373-8795

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**Please return along with check to:    Laura Comeau,  
P.O. Box 151  
California, MD 20619**

**Member Name(s):**

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Telephone Number: \_\_\_\_\_

Total number attending: \_\_\_\_\_ Check amount enclosed: \$ \_\_\_\_\_

## SMSA RACING NEWS!

SMSA will adopt RRS Rule 26 Starting System for 2002. This sequence replaces the old systems 1 & 2.

### 26 STARTING RACES

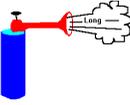
Races shall be started by using the following signals. Times shall be taken from the visual signals; the absence of a sound signal shall be disregarded.

<b>Signal</b>	<b>Flag and sound</b>	<b>Minutes before starting signal</b>
Warning	Class flag; 1 sound	5*
Preparatory	P, I, Z, Z with I, or black flag; 1 sound	4
One-minute	Preparatory flag removed; 1 long sound	1
Starting	Class flag removed; 1 sound	0

\* or as stated in the sailing instructions

**The warning signal for each succeeding class shall be made with or after the starting signal of the preceding class.**

**How Does The New Starting System Work?** The following table describes the recommended, basic sequence for the new Starting System :

<b>Title</b>	<b>Visual Signal</b>	<b>Sound Signal</b>	<b>Time to Start</b>
Warning	Class Flag Displayed (designated in SIs)	1 	5* minutes
Preparatory	<div style="text-align: center;">                       "P" Flag                      or                        "I" Flag                      or                        "Z" Flag                      or   "Z" Flag   "I" Flag                      or                        Black Flag                 </div>	1 	4 minutes
	Preparatory Flag Removed	1 	1 minute
Start	Class Flag Removed	1 	0

\* or as stated in the sailing instructions. The warning signal for each succeeding class shall be made with or after the starting signal of the preceding class.

This new system allows flexibility for the Race Committee and less confusion for racers. There is ALWAYS a visual signal displayed, from the warning signal, to the start. This new system also allows us to easily change the timing of warning signals to better tailor the starting system to our different types of races. The first opportunity to use this new system will be the Frostbites in March 2002, so come race or watch at Calvert Marina's Gas Dock! For more information visit [http://www.ussailing.org/racemgt/Rule\\_26\\_Starting/index.htm](http://www.ussailing.org/racemgt/Rule_26_Starting/index.htm) or contact me!

–Shawn, SMSA Race Governor

## **REQUIREMENTS DOCUMENT; SMSA FACILITIES REQUIREMENTS COMMITTEE** **Don Behrens, Barbara Herbig, Max Munger, Rod Schroeder, John Weir**

### **SUMMARY**

#### **1. CHARGE TO THE COMMITTEE**

In early January the Commodore asked the Facilities Requirements Committee to prepare a document enumerating the SMSA facilities requirements. The Committee has interpreted this charge as one to determine the SMSA requirements for facilities, both in the near term and over the next five to ten years. The Committee recognizes that filling the requirements identified in this document will require adjustments to the SMSA fee structure as well as identifying a means of raising the capital needed to meet these requirements. As the Commodore has appointed a committee whose charge includes the determination of the financial means required to fund the facilities identified by this document, the Facilities Requirements Committee will specifically **NOT** address this important issue.

#### **2. ASSUMPTIONS**

The Facilities Requirements Committee assumes that the current level of services, programs and activities form a good basis upon which to build initial facilities requirements. Further, the Committee assumes moderate growth will take place in the size of SMSA membership and its programs over the next five to ten years. The requirements contained in this document are based, as a minimum, upon the current facilities required to support current programs. These minimum requirements are adjusted to meet the expected nominal growth SMSA will experience in the next five years or so as well as to rectify some shortcomings in the current facilities.

The Committee understands that these requirements cannot all be met immediately, nor is it likely they can be met simultaneously. The Committee believes meeting these requirements will require a phased approach, with what requirements are being met in each phase being determined by funding possibilities, actual program growth and the will of the membership and program participants.

#### **3. BACKGROUND**

- 3.1 Southern Maryland Sailing Association (SMSA) is a Southern Maryland corporation whose charter allows for promotion and fostering of sailing and sailing related activities within the laws of the State of Maryland. SMSA addresses these objectives through promotion and sponsorship of programs that range the spectrum of sailing. SMSA offers a low cost, easy entry path to sailing enjoyment to members of all ages. It has well established, well attended big boat and small boat racing events, short and long distance cruising destinations, a first class women's program, popular social events, and hosts several large annual regattas. An already large and growing junior racing and summer day camp program has evolved into additional high school instruction and provided means for adult training classes. Both on the water and shore side training classes are offered on many sailing and safety subjects.
- 3.2 In order to continue current program activities, accommodate future program requirements, and provide a focal point for SMSA activities, a facility to provide a permanent "home" for SMSA is necessary. The goals for SMSA facilities are:
  - a. **Facilities and activity areas shall be located in the Solomons area, and shall be in close proximity to each other in order provide a focal point for SMSA on-the-water and ashore activities.**
  - b. **SMSA shall have complete control and autonomy in managing the use of its facilities, within state and local laws.**
  - c. **SMSA shall remain an affordable organization for entry into sailing.**

#### **4. CURRENT FACILITIES**

- 4.1 SMSA's clubhouse, slip and small boat waterfront facilities are adequate for most current activities, although large meetings and inclement weather rendezvous tend to stress the clubhouse accommodations. There is no question that SMSA has been fortunate that these facilities have been made available to us at such very reasonable cost.
- 4.2 The property on which the clubhouse sits and the surrounding parts of Calvert Marina are being slated for development in the relatively near future. While we are being welcomed as a part of the community under development, we would not continue to have the control over facilities we have enjoyed since our lease of the clubhouse began.
- 4.3 The club facilities are spread from the small boat storage and hoist area, through the clubhouse area, to the beach that serves as the launch area for the Junior and High School Sailing programs. While this arrangement is relatively convenient, it does not provide the kind of single focal point that would be conducive to the development of a more cohesive SMSA.

#### **5. FACILITY FUNCTIONAL REQUIREMENTS**

##### **5.1 Introduction:**

The requirements listed below estimate the minimum facilities needed to effectively execute SMSA programs in the next 5-year time frame. The acquisition strategy for procurement of land and facilities may consider a phased approach for meeting these requirements, but should not unnecessarily limit future long term growth, additional programs, or added requirements.

##### **5.2 General Facility Requirements:**

This paragraph identifies functional requirements of a general nature for facilities that have application to all SMSA programs and the membership at large.

- a. Large meeting room to conduct planning meetings, seminars, training classes, etc. with sufficient floor space to accommodate seating for 120 in addition to lectern area and storage space for chairs and tables (est. 40' x 50').
- b. Men and women restrooms including shower and changing space - handicap accessible (est. 20' x 20' each.)
- c. Small secure office space for club files and records (est. 12' x 12').
- d. Small meeting room with conference table and seating for 12 persons (est. 12' x 18').
- e. Small room with bookshelves for club library (est. 12' x 12').
- f. Kitchen area to include, stove, oven, microwave, refrigerator, ice machine, and storage pantry (est. 12' x 18'.)
- g. Parking for 75 cars (est. 10' x 18' each.)
- h. Large outdoor social area for rendezvous up to 200 persons (est. 50' x 40'.) At least part of this area should be a covered pavilion (est. 30' x 40'.)
- i. Deep-water pier for temporary tie up of large visiting sailboats and SMSA support boats (est. 8 slips.)
- m. Secure storage for SMSA support assets: e.g. race committee gear, swim net (est. 10' x 15'.)
- n. Sailing season storage for 20 boats on trailers (est. 10' x 25' each.)
- o. Additional parking for up to 50 small boat trailers (est. 10' x 25' each.)
- p. Launch area for support boats and other small boats without lifting bridges.
- q. Electric hoist with a 1-Ton capacity (2 ton hoist currently used.)

#### **6. CONCLUSIONS**

The Committee estimates a piece of property at least two acres in size is required to meet the above requirements. The Committee further estimates that the property requires a minimum of 120' of waterfront. The estimate is based upon the square foot estimates above, and further estimates of the space required around the requirements, e.g. ways of getting in and out of parking spaces. A more refined estimate requires a development plan, which depends upon a particular piece of property in question.

## **Swale Feasibility Committee Report to SMSA Board of Governors**

February 7, 2002

Commodore Jim Young appointed this committee on January 4, 2002, to look into the feasibility of the swale property as envisioned by the formal proposal presented to SMSA membership in the fourth quarter of 2001 and voted down at the membership meeting on December 27, 2001.

The intent was to better define the exact proposed land and its development characteristics and to search for favorable financing alternatives that would amortize the purchase of the land and cost of needed facilities in ways attractive to SMSA members and in keeping with maintaining as low a cost of membership as possible.

Laura Comeau joined the committee to head up a subcommittee to work on the physical aspects of the proposed site.

Paul Eubank joined the committee to head up a subcommittee to explore the financial options.

On January 11, I met with Matt Gambrell to better understand the details of his offer known as the swale property. Upon reviewing the details as put forward by Matt on January 11, the committee feels that the current offer is enough different from that generally envisioned in last year's proposal and that the current offer will not meet the minimum requirements being developed by John Weir's committee. Accordingly, all activities related to the physical aspects of the swale site are suspended.

Preliminary work on the financial aspects of our committee's charge has begun.

Our committee is supporting the fastest but thorough completion of John Weir's requirements committee. This information is needed in further discussions with Matt Gambrell and in talking specifically to SMSA members and the banking community about financial alternatives.

The committee brought the nature of Matt's current offer to the attention of the Commodore with the recommendation that alternative sites be explored. The Commodore agreed to expand the charter of our committee to accomplish this. It is our intention to form a subcommittee to undertake this as soon as John Weir's committee has a generally accepted summary of requirements.

Respectfully submitted, George Stewart Brown, Chairman