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COMMODORE

As I promised last month, I will be sending forth a Commodore's Message to all members as a separate mailing. I still expect to do that very shortly. You will be receiving a ballot with a new slate and motions for changes to the by-laws. The P&PC and the BOG spent some time on these and I encourage any SMSA member with questions to contact BOG or P&PC members. There will also be an assessment fee sent to the membership this year. The vice commodore and the treasurer have spent considerable time deciding how to overcome an operating budget deficit accumulated over the past three years, and this assessment is only to eliminate this deficit. There is an article elsewhere in *The Clew* that addresses this issue.

I visited the New Orleans's Yacht Club in June and invited myself onto one of their Wednesday night race boats. The course was a four-mile reach (back and forth) along the southern side of Lake Pontchartrain. The club was very friendly and I spent some time talking to their commodore. One of their big issues is the prolonging of race results so they could sell more drinks in their clubhouse bar. I would love to have just this problem!

Another Screwpile will be over and maybe the Governors Cup by the time you read this. The summer is speeding along and all the Governors are reporting smooth sailing.

Jim Young, Commodore
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SECRETARY

BOARD OF GOVERNORS MEETING
JULY 2, 2002

OFFICERS AND GOVERNORS PRESENT:

Jim Young, Barbara Herbig, Gail Goode, Tim Flaherty, Bridget McNamara, Dave Pedersen, Shawn Stanley, Laura Comeau, Paul Eubank, Linda Kuehnle

OTHER MEMBERS PRESENT: Maggie Weir, John Weir, Jay Hanks, Jeff Kumke

Commodore called the meeting to order at 7:45 p.m.

Opening Remarks – Jim Young and the BOG addressed some BOG meeting rules to expedite the meeting.

Secretary – Linda reported that the e-vote process of the minutes is working fine.

Treasurer - David was not in attendance. Jim reported that the club's taxes are just about ready for signature.

Vice Commodore –

Race – Shawn reported that the SMSA calendar needed to reflect the Patuxent River Regatta Race would be on August 18 only.

Cruise – Walt was not in attendance.

Junior – Dave asks that checks for summer sailing camp be mailed to him. He reports that summer camps are going very well and that all sessions are full except for 1 spot in the last week. The summer counselors will be paid every two weeks on Friday. The last 2 El Toros have been sold for \$90 total. Erik Gyorgy has passed his Level I Certification and is our Level I Instructor. Dave feels that finding and growing our own Level I Instructors is the easiest way to solve our needs. Dave also reports that Sunday Sailing Camps are not going as well as expected.

Women's – Gail reported that the Marcy Series came and went. She has concerns about the future of the series because of our low level of club participation (only 1 boat). The bottom line is that male owners don't want their boats to sail without them on board. We may want to consider a change for next year. For the Fall Series, male owners will be allowed on their own boats in hopes that this will increase participation. The boats with male owners aboard will take the 6-second penalty. Gail feels that a minimum of three SMSA boats should participate or the race will be cancelled.

Rear Commodore – Laura and Paul are working with Stovy to find a new site for our clubhouse. They hope to find something working with Matt. Calvert Marina may come out on top. Paul feels that ordering in bulk is the only way to save money when ordering new burgees.

Membership - Bridget reported that she received a reinstatement application from Larry and Lynne Howard. The Howard's were members from 1991 to 1994. James Keen is sponsoring them. A motion was made to accept their application. The motion was seconded and the reinstatement was

approved by voice vote. Bridget also reported receiving 3 new membership applications. The first application is from Jere and Ella Riggs who are sponsored by Paul Grisso. A motion was made to accept the application. The motion was seconded and the application was approved by voice vote. The second application is from Tom and Karen Attick who are sponsored by Clarke McKinney. A motion was made and seconded and the application was approved by voice vote. The third application is from Christopher Staley and Cindy Young-Staley. Tim Flaherty is sponsoring them. A motion was made and seconded and the application was approved by voice vote. Bridget circulated the revision of the membership application for comments. She will bring a final version to the August BOG meeting for approval. We have had 15 new members since she began her term. There were 19 burgees when she began and she has 4 burgees left. Three out of the four will go out on July 3 to new members. If she orders 25, the cost will be \$18.75 each, plus shipping, for an approximate total of \$550.00 (these prices may have changed since they were last ordered). The BOG agreed that Bridget might order burgees on an as needed basis. She also reported that she sent out a survey to 25 members have not rejoined SMSA. She will bring the results to the August BOG meeting.

Social – Laura reminded everyone that the Crab Feast is on August 17 following the Geezer Squeezer Race. With crab prices not yet known, the fee for members has not been set. RSVP's will be required for those who plan to attend. An article and flyer will be forthcoming in the August *Clew*. Barbara commended Laura for all her hard work on the Luau and the St. Mary's College Rendezvous at St. Mary's College.

Publicity – Tim reports that *The Clew* editor would like to retire. If anyone knows of a person/candidate for the volunteer position, please let him know.

Facilities – Dan was not in attendance.

Old Business

- Planning and Policy Committee Status. Jay Hanks sent the minutes and results of the P&PC to

the BOG. Jay felt that we could only get the dues increase into the 60-day process to make the Annual Meeting with the remainder of the recommendations completed before January 2003. Jay explained detail his committee's proposed 2-page ballot.

- Proposed Bylaws/Business Meeting Planning. Business Meeting – As of right now we have no place to hold the meeting. The date is September 8 from 1:00 p.m. to 4:00 p.m. with a social event following the meeting at the clubhouse. Jan Buckler is setting up a tally committee. Gail and Bridget will check the availability of the Holly Building and The Calvert Marine Museum Auditorium. A flyer will be included in *The Clew*. Proposed Bylaws – We need to send out something that isn't complicated. This should include a simple set of motions on the change of structure for the club for next year. The P&PC ballot contains items that do not relate to a dues increase so the first 3 proposed changes should be put on the ballot.

- Include Patron on ballot. Proposing that the Patron category under membership be deleted as presented by the P&PC. Motion seconded and passed by voice vote.

- Barbara - Motion to include Crew Member as proposed by the P&PC. Motion seconded and passed by voice vote.

- Amend – Tim - Propose striking the subscription line fee from Article V in the bylaws. Seconded with discussion.

- Amend – Shawn - Strike publication subscription only from the annual dues paragraph. Add under new paragraph of other fees in Section 2. Seconded and passed by voice vote.

- Motion to delete Young Adult membership category. Seconded and passed by voice vote.

- Dues Related Issues – Jim - There are many different ways and lots of data on increasing dues. The bottom line is we have a deficit in our budget. It is a cumulative deficit—meaning it has accrued over several years. We also need to plan for capital improvements and cash improvement.

Barbara – We will have a deficit of \$7,500 at the end of this year. An increase in dues or a one-time

assessment will solve this deficit. The BOG can vote on a one-time assessment without going to the membership for approval, i.e., a one-time assessment of 33% for this year only. Proposed Motion – The SMSA Board of Governors, addressing the increasing deficit under which SMSA has been operating, does this second day of July 2002, assess each of its members an amount equal to 33% of its member dues. This assessment is due to the SMSA Treasurer by September 1, 2002. Seconded with discussion. Bridget – will this include new members as well as old members? Paul – point out clearly what we are making up – one time assessment. Bridget, Shawn and Barbara proposed an amendment to add this sentence: This assessment shall not apply to any new member who joined after December 31, 2001. Seconded and passed by voice vote with one abstention. This assessment only gets rid of deficit—a dues increase is separate. As the treasurer, David will need to send out the assessment form. Barbara will write an article for *The Clew*.

Jim – Are there any motions on the table for dues increase? If we want an increase to be voted on at the business meeting we need to vote on it tonight. Discussion followed regarding a 10% increase in dues and whether having a surplus in the budget creates a tax liability. It was noted that we could accrue dollars that come directly from dues. Motion by Shawn – Modify Article V Section 2, remove 120% and change to 150%; delete Young Adult; add Crew Member; keep everything else the same. Family membership fees need to be increased. Shawn amends motion – Delete 120% add 150% of Family/Joint Membership to Article V Section 2. Motion seconded and passed by voice vote with 3 dissents. Barbara proposed a second motion – Increase Individual Membership dues from \$100 to \$110. It was decided that 2 dues increase motions would be included on the ballot. Modify previous Crew Membership motion to include Crew Membership 70%. Seconded and passed by voice vote. Modify previous Young Adult category motion to remove any reference to the Young Adult category in Article V Section 2. Seconded and passed by voice vote.

Closing Remarks – Jim thanked the BOG for working through the length agenda. He also thanked the Policy and Planning Committee for all their data and hard work
The meeting was adjourned at 10:05 p.m.

Submitted by Linda Kuehnle, Secretary.
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UPCOMING BOG AGENDA

Southern Maryland Sailing Association Board of Governors Meeting Tuesday, August 6, 2002 Draft Agenda

Commodore-

Opening Remarks –

Secretary –

Status on E-vote of BOG minutes

Treasurer – Financial Report

Vice Commodore - On the water

Race Governor –

Cruise Governor

Junior Governor –

Women's Program Governor –

Rear Commodore - On the shore

Membership -

Social –

Publicity –

Facilities-

Old Business

Tax Return Status

Planning and Policy Committee Status

Business Meeting Planning

New Business

Commodore

Closing Remarks

Adjourn

SMSA ASSESSMENT

I would like to provide background regarding the assessment notice that you have received or will receive. First, I wish to clarify that this assessment is not intended for any land purchase, acquisition, or other related endeavors that may have been in discussion during the previous year. SMSA has been operating in a negative budget for the last few years and, unfortunately, the need for adjusting the dues has been clouded by the likely possibility of losing our present clubhouse. This assessment is completely separate.

There are several factors that have led to this assessment. Many stem from the fact that our accounting year and our operational year are different. Another reason is that SMSA was hit with an increase in operational insurance premiums in the year 2000. Furthermore, our awards banquet is conducted in the year after it is budgeted for. These, and a few unexpected expenditures after the budget has been set, have led to our current situation.

As you all may be aware, our operational budget is discussed and balanced in November of each year. Our insurance premium is due in June of each year. Any increases or adjustments to that premium are not known until seven months after they are budgeted for. A minor adjustment will cause minimal impact. A larger adjustment, in the area of \$2500.00, will cause a significant impact. This was the case in June of 2000.

One of the difficulties of any new SMSA board is to come up with budget figures based on the preceding year's income and expenses. This is difficult when the accounting reflects real numbers that may not have included adjustments for inflation and/or rising costs. This has been a problem especially in trying to budget for racing and cruising awards in the November prior to the year for which they would be awarded. This is what SMSA has been doing. This is not

economical, nor does it make sense to continue this practice. In the last several years, the cost of SMSA racing and cruising awards has exceeded the amount that was budgeted. At the same time, some budgeted expenses were not incurred. This has caused enough fluctuation that the deficit may have appeared somewhat hidden in the end of year figures.

There has been an accumulated loss that is only growing and has been passed on from year to year. This loss has been in the range of \$2k to \$3k per year, over the last two years, with a similar loss expected for this year. David has recommended a few changes to how we plan for and operate within our budget. One is to make adjustments to the fiscal year to more accurately reflect our operational year. With the future potentially holding other inflationary increases, this is something that should be investigated. I encourage David to express any thoughts to the membership in regard to this issue.

Now back to the assessment and reason for this article. With accumulated loss, projections and adjustments for inflation for 2002 to be paid in 2003, the estimated figure is \$7466.00. To eliminate the accumulated loss, there are several options. One is to increase the dues to pay for the loss. The problem with this tack is that any significant dues increase may take care of the situation at hand but will create surplus revenue in future years. At this time, an assessment will eliminate the deficit and will not create a surplus. These funds will be used to take care of current accumulated shortfalls and will put SMSA back on track for the fiscal year.

It is evident that this accumulated shortfall indicates a need to increase the dues to cover the \$2k to \$3k shortfall that we have been facing each year. A proposed increase in dues will appear on the ballot. Please know that this increase is only due to operational costs of the association. If, in the future, the SMSA situation changes or is projected to change, there may be additional

requests put to the membership for a vote. This assessment and the supporting dues increase are for current and projected costs of our regular operation only.

Now we get down to the question of “how does this affect me?” The 33% assessment is based on the current dues structure. New members for 2002, or those that joined as new members after December 31, 2001, will not be required to pay the assessment. All other memberships will be affected by the assessment in the following manner: Individual Memberships, \$33.00; Family memberships, \$40.00; Young Adult Memberships, \$23.00; Junior Membership, \$13.00; and Emeritus Memberships, \$17.00. These figures are based on the current \$100.00 Individual Membership rate and are rounded to nearest whole dollar.

I encourage all SMSA members to address questions to your board of governors and especially to your treasurer, David Arbuthnot. He has done a phenomenal job keeping the numbers straight. I hope that this article addresses any concerns or questions that you, the membership, may have in regard to SMSA’s budget shortfall. If you have any further questions or concerns, please do not hesitate to ask.

RACE

Hi Racers! Here is what is coming up in August! We have more Wednesday night racing. Keep coming out! We need more boats!

17 August - **Geezer Squeezer Regatta** – If you haven’t been to this, you need to. It is a BLAST! Grown-ups (including cruisers and past commodores) in Opti’s trying to race (and some just sail!)...go figure. After that is the crab feast.

18 August – **Patuxent River Regatta** (formerly known as the Solomon’s Pier Regatta.) This year I am advertising this race as “non-spinnaker Wednesday night racing on a weekend.” We’ll get

in as many races as we can or until we are too tired to haul any more marks/anchors. This is one-day only. The skippers' meeting will be at the SMSA clubhouse at 9 a.m. Sunday, August 18. Come by car or by boat. I'd come by boat, and then be ready to sail after the meeting. Detailed sailing instructions will be handed out if needed, but I also recommend having your Race Circular with you (check out page 16). If you don't attend the skippers' meeting you may miss something and not know what's happening on the water, so send at least one person from your boat. Maybe we'll have some mimosas or bloody Mary's there, too, to help support the Junior Program.

By the time you read this, Screwpile is most likely over. I am sure LG and his crew did a GREAT job again this year. If you didn't sail or help, you should. Call LG to help in '03.

I am going to put my BOG hat on for a minute: PLEASE read, ask questions and get informed regarding the proposed by-law changes you will see in the coming months. The BOG, with input from the Policy and Planning Committee, has worked hard to propose changes that you, the membership, will vote on to give this club the resources it needs to grow and flourish in the future. If you have any questions about what the impact is or the intended direction regarding these changes, NOW is the time to ask questions, so in September you can vote as an informed member of this organization. Thanks!

Shawn Stanley, Race Governor
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PURSUIT is 1st in Class and 3rd in Fleet in 2002 Annapolis to Bermuda Race

What a great race! We were hot, as in fast, (and it was just plain hot later in the race). At 1600 Friday June 7, we started with 30 other boats for a fast run down the Bay, mostly spinnaker reaching. It was cold that night -- long johns. We were the 4th boat through the Chesapeake Bay Bridge Tunnel at

07:56 Saturday, an average speed of 7.93 knots (Even though we ran aground early in the race inside R80. Happily, we managed to sail off in a few minutes). *American Promise*, a Hood 60, was close ahead. *Chessie* and *Sjambok* were long gone. After we left the Bay all of the boats we could see behind us were heading above the rhumbline, hard on the wind, in the nasty 25-knot NE wind. The recommendation from Jenifer and Dale Clark (which most of the fleet paid for) was to go south early. We were more than happy to do so and had a bumpy 8.5-knot ride with the blast reacher at about 50 degrees apparent wind. About 2200 Saturday night, still in strong NE winds, we entered the Gulf Stream after being treated to a dolphin escort and watching the nuclear aircraft carrier, *Harry S. Truman* - CVN 75, conduct night flight operations. The wind was strong enough, 25 to 30 knots, that the carrier told us she was only going six knots to get enough wind over the deck to land jets! The seas were large, for us, but the carrier had no discernable pitch or roll. Some of our crew were not eating much, but the dinner was delicious.

The next day set the pattern for the middle part of the race, Sunday, Monday, and Tuesday: sailing the recommended waypoints for the best current; trying to keep the boat moving in fluky winds during the hot, middle part of the day; trying to stay cool. Sometimes all six fans were running below. Tuesday afternoon the wind went west and then south and slowly built up to a very pleasant 10-12 knots. Wednesday morning it was southerly 15 knots with 25 knots in frequent, heavy rainsqualls. All this was lovely blast reacher or fractional asymmetrical reaching. We finished in bright sunshine at the Spit Buoy off St. George's at 15:45:06 Wednesday. This was just 15 minutes shy of five days and perfectly timed for cocktails. Only *Chessie* and *Sjambok* beat us across the line. The next boat in our class finished at 01:31 Thursday. Our 4 p.m. to 4 p.m. day's runs were: 182, 165, 134, 105 and 167 nautical miles, pretty slow but effective.

What were the secrets to our success? 1) A great crew; Stovy Brown (navigator and watch captain), Keith Mayes, Jim Whited, Ed Shine, Jean Myer, and Emily Manders. 2) Super food catered by Rosemary (who prefers to fly to far off islands) and prepared by Jean. 3) Nothing broke. 4) Knowing that, though very noisy and unpleasant, with the dazy and main slatting from side to side we would go about two knots as a wave machine. My thanks also to Dan Schneider for coming to Bermuda to help us sail home. Norm Dawley, *Pursuit*

CRUISE

Our cruising program continues in August with the Governor's Cup Rendezvous, August 2, 3, and 4 at St. Mary's City led by Dottie and Curt Hamilton, and the Mixed Couples Race on August 24 and 25 led by Shawn Stanley and Laura Comeau. Information is included in the yearbook and articles elsewhere in this issue of *The Clew*. I hope to see you all in St. Mary's City and Battle Creek. Our Labor Day Cruise to Annapolis is led by David and Sally Arbuthnot at the end of the month.

Personally, Janet and I have enjoyed the five weeks of cruising captained by Dottie, Curt, and Buddy, the cat, for three weeks and the two-week cruise captioned by Ron and Suzie Williams. The camaraderie and care with which these cruises were led places them high on the list of memorable events for the 2002 cruising season. We experienced bumps by dead heads in the Dismal Swamp, crossing the Albemarle Sound, the enchanted beach at Kiptopeke, anchoring in Sillary Bay, 35 minutes of fireworks at Rock Hall, and bus rides to keep cool. We all enhanced our cruising skills. More details of these cruises will be found elsewhere in *The Clew*.

On the subject of cruise points earned this season, I have filled in, to the best of my knowledge, the cruise point matrix as of July. This matrix is in the formative stages and I would ask that all cruise leaders and cruisers who have sailed in the 2002

cruising program check for their boats' participation and assure that the points awarded are indeed correct.

On a special note, the Junior Day Camp Program, captained by Dave Pederson and a number of volunteers, is in session during August. Dave is always looking for extra hands to support this worthwhile program. Contact Dave if you can spend a day or so with him.

As always, please contact me if you have any comments, suggestions or questions for the BOG or on our SMSA Cruising Program.

Walt Rupp, Cruise Governor
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Two-Week Cruise

Easy Time (Ron and Suzie Williams) left on the cruise on Friday, rather than on Saturday, in order to attend the River Concert at St. Mary's College. We left Solomons at 0800. The winds were 3 to 6 knots ESE. We motor sailed, in sight of *Brigadoon* (Walt and Janet Rupp) and *Swan* (Ken and Ellie Mobray). *Swan* gets the persistence award for attempting to fly the spinnaker in virtually no wind. *Lynn Dee* (Jerry and Marilyn Eastwood) was already in Horseshoe Bend when we arrived and we were joined, later, by *Serenity* (Curt and Dottie Hamilton). We found seats in the shade and enjoyed the concert. The Bob Herbig, David Arbuthnots, and John Merideths were also in attendance.

We awoke on Saturday to find that the racers had finished sometime during the night and were tied up at the dock. *Wind Walker* (Bob and Phyllis Herbig) had also sailed down during the night. *Deshandera* (Bill and Charlotte Mahood) joined us on Saturday, having spent the previous evening with the Walkers. Later in the day, *Gusto* (John and Lynn Walker) and *Nimue* (Ron and Kris Hoile) also sailed into Horseshoe Bend. Several of us enjoyed the Saturday brunch at the campus center

at the College. Ron Williams participated in the small boat races. Everyone joined the racers for a rendezvous on the docks. Tipper, the *Easy Time* dog, was the usual “moocher” of treats.

Sunday saw us up and leaving at 8 a.m. for Horn Harbor on the Great Wicomico. *Nimue* took Tipper aboard for a visit to their home while *Easy Time* went on the cruise. *Nimue*, *Lynn Dee*, *Wind Walker*, and *Gusto* each headed to their homes. Winds were SSE up to 16 knots apparent. Entering Horn Harbor is a trick as one heads straight in, turns to port and then to starboard with little room for error. Everyone except *Serenity* rubbed bottom on the way in or while maneuvering to the raft-up. Bill had to help another boat that ran aground entering the harbor. He got a few sea nettle stings for his trouble. The winds were pleasant and kept the temperatures from being oppressive. Rendezvous was held on *Easy Time*. Ron and Suzie tried swimming until Suzie got stung by a sea nettle.

The plan was to sail to Pittman’s Cove on Indian Creek for Monday evening, but with hot temps and little wind, the plan was changed to an anchorage behind Grog Island on Dymer Creek. We motored, motor-sailed, and sailed to Dymer Creek with winds from 3 to 12 knots from the south. We finally heard from *Madd Hatter* (Joe, Luisa, Alexander, and Jonathan McBride). Because we left on Friday, they thought we were one day ahead of the printed schedule and they had been looking for us since Saturday. They joined us at the anchorage and all had a wonderful time swimming and playing on the beautiful beach with no sea nettles in sight or feel. Rendezvous was held on *Easy Time*. Some of us returned to the beach after rendezvous.

With the heat, a consensus was reached to spend a lay day anchored behind Grog Island. *Swan* left early in the day to head the Mill Creek with a commitment to meet us there on Wednesday. We played in the water and walked the beach. Ninja, *Madd Hatter*’s little dog, loved the beach. We all

dinked up Dymer Creek to see “Rappahannock Rapture,” a wonderful Bay salvage art. Buddy, *Serenity*’s cat, was spotted out on the deck, lying in the shade, but there was no sign of Peanut, the fish.

We reluctantly left Grog Island, with its beach, and set sail for Mill Creek. We had winds of 8 to 12 knots SE and were able to sail the entire way to Mill Creek. *Serenity* even sailed up the creek. We found *Swan* anchored in Mill Creek as promised. This had to be the hottest day of the trip. There was a brief shower in the evening, which did little to cool things off.

The unanimous decision of the group was to sail to the Patuxent, Cuckold Creek, on Thursday rather than the Coan River. Winds were predicted to be 15 to 20 knots out of the south on Thursday and 10-15 out of the northwest on Friday. *Swan* decided to leave the cruise in Solomons. Thursday, the winds were not as predicted; they were out of the west at up to 20 knots. It was great sailing at 5 to 7 knots. Winds did die a bit after Point No Point, but picked up again as we passed the targets, and they were up to 24 knots as we entered the Patuxent. The plan was to anchor at Mill Creek off of Cuckold Creek. Shortly after *Easy Time* and *Madd Hatter* anchored, the NOAA weather came on with a “severe thunder storm warning” for Calvert and St. Mary’s Counties. The skies were turning gray/green, so a decision was made for each boat to weigh anchor and head for a marina. We met for dinner at Boomerang’s, arriving just as the storm let loose a deluge of rain.

Friday was spent as a lay day in Solomons, beginning with breakfast on shore for all the cruisers, followed by laundry, grocery shopping, and boat cleaning. Rendezvous was held on the Zahniser’s patio. The cruisers were joined by the Meridiths and Arbuthnots. Friday night was delightfully cool.

Saturday dawned cool and breezy. *Brigadoon*, *Serenity*, *Madd Hatter*, and *Easy Time* headed north to the Little Choptank. *Madd Hatter* was

now traveling without Louisa or Ninja, who had headed home. *Madd Hatter* was boys only for the rest of the cruise. Winds were 10-15 knots out of the north so we motored most of the way. *Serenity* managed to pick up a crab pot just off of Drum Point and was delayed just a bit from final departure. *Lynn Dee* called in to indicate that they would be unable to join us due to illness. We anchored west of Cherry Point and waited for the wind to change to the east as was predicted. *Quintet* (Gene and Lois Norris) arrived to join the cruise. Needless to say, the wind did not change during the rest of the afternoon, so we all, except *Quintet*, weighed anchor and went south side of Cherry Point for a delightfully calm anchorage. We rendezvoused on *Brigadoon* and then spent a nice cool night.

At rendezvous on Saturday evening, Curt announced that he “needed ice cream,” so we decided to sail to San Domingo Creek instead of Lendenham Creek. *Quintet* decided to head further north. There was virtually no wind on Sunday, so we motored up San Domingo and dinked to St. Michaels. After a late lunch at the Crab Claw, we all overdosed on ice cream. A bit of shopping and we headed back to a rendezvous on *Easy Time*. After rendezvous, Walt (who can fix anything) stopped on *Madd Hatter* to see if he might find a reason for the engine overheating.

As on Sunday, there was little wind as we left San Domingo Creek. We motored to and through Knapp Narrows and east of Poplar Islands. The catamarans led the way followed by the full-keel boats, to find the deeper water and avoid groundings. Once past Poplar Islands, we motor-sailed into South River and into Harness Creek. The winds did finally come up to about 10 knots SSW about the time we arrived. *Madd Hatter’s* engine, while still running hot, did perform better. It was HOT and we had all hoped for a good swim in Harness Creek, but there were a few stinging nettles so only “quick dips” were available. Even those felt great and did reduce the body temps. The rendezvous was held on *Brigadoon*.

Monday night was warm, but the wind did blow a bit. We left Harness Creek early on Tuesday, headed for Sillery Bay on the Magothy River. The winds were 5-8 knots out of the south. Once rafted, we dived into the water and stayed there most of the afternoon. It just had to be the hottest day of the cruise. Rendezvous was held on *Serenity*.

Wednesday, we motored to Rock Hall. There was little wind and it was very HOT. *Serenity*, *Brigadoon*, and *Easy Time* went into Swan Creek Marina and *Madd Hatter* into Gratitude. That afternoon, we sat under the trees at Swan Creek and sweated. There was no air and it was in the mid 90’s. It reached 95 to 100 degrees on the boats. Those of us at Swan Creek watched Joe, Alexander, and Jonathan pass by at least three times on the trolley before we realized they were pretty smart as it was shady and the air could blow through. This was without doubt the hottest day of the cruise. The fire works that evening were spectacular, lasting over 35 minutes. The boats cooled slightly that night, but not enough.

On Thursday, the fourth, we watched the parade and then rode the trolley for several loops to cool off afterward. It was shady and the winds blew through the open windows. We all had ice cream and then rode the trolley some more. When we returned to the marina, we sat under the trees and tried to think cool. Dottie indicated that she “now was certain that there is a hell and it must be nearby.” There was simply no relief for the heat. Rendezvous was under the trees. Since *Madd Hatter* and *Serenity* had to return to Solomons by Saturday evening and since the winds were predicted to be out of the north at 15 to 20 knots for the next two days, *Brigadoon* and *Easy Time* decided to also make it back in two days. We all gathered at P. E. Pruitt’s for dinner-in the air conditioning. When we returned, the temp on the boat was still 94 degrees. It did cool down to 89 degrees by 4 p.m.

On Friday, the winds were out of the north and blowing up to 20 knots. With the winds behind us, the flies came in droves—they must have come from Tangier Sound. We made it to Hudson Creek by 4 p.m. and had a relatively cool rendezvous on *Serenity*. That night was great sleeping temperature.

We left Hudson Creek with winds blowing out of the north at 15 to 20 knots. It was quite rough going north, but once we turned south, we all made great time. *Serenity* actually made it back by shortly after noon by going wing on wing the entire way south. We gathered at Zahniser's for rendezvous and then went to dinner at China Harbor. Luisa had driven down from Washington to pick up the *Madd Hatter* crew and was able to join us. There was a problem, though, of what to do with Ninja, the dog, while we were in the restaurant. Joe solved that by putting her into a duffle bag and taking her in. Mostly she stayed under the table, once in a while appearing on Joe's lap peeking out from under his shirt. Periodically, Joe or Janet would let out a little yelp because Ninja had bitten an ankle or a toe. This caused peels of laughter around the entire table. Finally, dinner over, Alexander grabbed the dog and made it out of the restaurant in three huge strides, to the vast amazement of the restaurant staff.

We returned to our boats for the night after many goodbyes and hugs, and promised to all join the next cruise.

Ron and Suzie Williams, Cruise Leaders

Labor Day Cruise

This year the Labor Day cruise will again be to Annapolis. For those who can, we will leave Solomons Friday morning, August 30, and proceed 42 miles to Galesville in the West River, where we plan to anchor in the South Creek branch. For those wanting to go ashore there are several restaurant opportunities.

We will be close enough to Annapolis to get there relatively early on Saturday and expect to find moorings available in Spa Creek, or even dockside space in Ego Alley. Last year we arrived about 10 a.m. and had no problem. The moorings and dockside space are maintained by the Harbormaster and they are available on a *first come first served* basis with, unfortunately, no rafting. Alternatively, one can anchor on the other side of the Spa Creek Bridge.

The last performance of the summer at the Annapolis Summer Garden Theatre is that evening, Saturday, August 31. The musical is "Promises, Promises," with music by Burt Bacharach and book by Neil Simon. The price is \$12 (\$10 for seniors), the performance is at 8:30 p.m., and the outdoor theatre is a short walk from Ego Alley. For reservations, call them at (410) 268-9212. They have a web site at www.summergarden.com, but you have to call to make reservations. You do not pay for the tickets until you pick them up on the evening of the performance.

On Sunday, we will proceed 24 miles, through Knapps Narrows, to Dun Cove in Harris Creek where we plan to anchor. It may be crowded on this holiday weekend, but there should be plenty of room! Then back to Solomons, 30 miles, on Labor Day.

We look forward to having many boats join us. Last year we had a great time. We highly recommend the Annapolis Summer Garden Theatre.

David and Sally Arbuthnot, Cruise Leaders
darbuthnot@comcast.net, (410) 326-9202

PUBLICITY

HAVE YOU YET TO VOLUNTEER TO HELP SMSA?

After serving two years as editor of *The Clew*, Maggie Weir wishes to "retire." Maggie has done an outstanding job putting together our monthly newsletter, and we are grateful for her service.

We now need someone else to step forward and take the reins of this fine publication. Maggie would like to be done by the November issue, and would like to work with the new editor for a couple of months before turning everything over. Contact Maggie at weirj@radix.net, or email me at the address below. Maggie's number is also in the yearbook.

I picked up the remaining 30th Anniversary T-shirts almost two months ago and made efforts to contact everyone on my order list. I still have about 10 people who haven't gotten back to me. If you are one of them, PLEASE call or email me and tell me how I can catch up with you.

Tim Flaherty, Publicity Governor
(410) 326-8084 (H), 301-481-7474 (cell)
tsflaherty@hotmail.com

JUNIOR PROGRAM

I am pleased to report that the first four sessions of summer camp have been completed and the fifth session is now underway. It's been a great time for the campers! Parents and children alike have told me what a great time they had, that they learned lots about sailing and that the staff was the tops.

I am very proud of the staff. Erik, our camp instructor, has shown great patience and responsibility over the past several weeks. His able assistant, Teddy, has been an inspiration to the kids and loves to play in the pool. I am especially proud of Becky (my daughter) who has handled

registration issues, bandaged lots of knees and been a comfort to first time sailors who doubted their own abilities. It's been a perfect combination of strengths and individuals...so far. And there are now three weeks to go with Devon joining the force and Becky heading for band camp.

The Sunday program is starting to pick up. In fact, some camp alumni are now participating. Their parents were amazed to see them racing on the last day of camp and are now more than pleased to see their children competing and still learning about the joys of sailing. Sundays are a great way to spend the day with the family. If you wish to join in, give me a call or send me e-mail.

Our safety boat is working out well. We use it all the time including Thursday night small boat racing and as a mark boat as well. We tow the juniors out in F-J's for racing and know that the sailing team will use it in the coming season.

That's all for now. In next month's issue, I'll have a chance to summarize our summer accomplishments and present some numbers about campers and costs, and future plans. Enjoy the rest of the summer!

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

POLICY AND PLANNING

This year the P&PC submitted recommendations to the BOG for two stages of changes to the Articles and By-Laws: one 60-day process before the Annual Meeting and a second one after, but before January 2003. The immediate action concerns membership categories, dues, fees and assessments, in part to meet past and future budgetary requirements. The later proposals will be longer term and broader in scope.

P&PC-recommended concepts and a draft ballot were presented to the BOG initially by email and later at the BOG meeting on July 2. BOG decisions

were made, some differing from P&PC recommendations, with intent to meet the 60-day deadline for ballot mailing prior to the Annual Meeting.

Please note that a major intent of the 60-day process is to provide an information and discussion period before voting. There will be articles in *The Clew* and discussions at get-togethers. Also, feel free to contact BOG or P&PC members. Please delay your vote until you feel well informed. On the day of the meeting, you can withdraw and change an earlier ballot if you desire.

The system is an attempt to produce informed votes. Use it.

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

MEMBERSHIP

SMSA was very busy in membership this past month. There were three applications for membership and one reinstatement. We would like to welcome Jere and Ella M. Riggs, from Indiana. Paul Grisso is their sponsor. They own a Hunter Legend 40, and are interested in cruising. I've heard so many good things about the Cruising Program. Thanks, Walt!

Next, we are happy to include Tom and Karen Attick, from Charlotte Hall. Tom and Karen have three children, ages 12, 10 and 8. They are sponsored by Clarke McKinney and intend to be involved in racing, cruising, and the junior program. Possibly you've seen them racing on Pogo, a J-27.

We also have Chris and Cindy Young-Staley, from Lusby. Tim Flaherty is their sponsor. They have five children, ages 17, 12, 13, 9, and 2 1/2. They own an O'Day, and we look forward to seeing them all out on the water.

We would also like to welcome back the Howard family. Larry and Lynne were members back in 1991-1994, and are sponsored by James Keen. They have a Catalina and are interested in cruising and the junior program for their two children, ages 9 and 7.

Thank you to the sponsors for bringing in such busy families. I would like to ask ALL sponsors to periodically check in with new members. We want each and every membership to be enjoyable and long lasting. It looks as if all of these new members are going to actively participate in our sailing programs, and support our goals.

Bridget McNamara, Membership Governor
bmac@chesapeake.net

SMALL BOATS

The 2002 Small Boat Program is now past the halfway point in the season. While Mother Nature hasn't completely cooperated with us - we had to cancel three of the first nine weeks due to severe weather - the season has provided some exciting racing. Some interesting facts from the first half of the season are provided.

- Races have been run is as few as 2 knots and as much as 14 knots of breeze; the average is approximately 7 knots.
- We have started 35 races and recorded 183 race results.
- There have been 17 competitors on the water in two separate weeks.
- Don Behrens and Jeff Kumke were the only two competitors with "perfect attendance."
- 16 different types of boats have competed at one time or another.
- There still have been 0 protests ever filed in the history of the Small Boat Program.

The annual One-Day Regatta was held on Saturday, July 13. The event, billed as a "Thursday night on a Saturday," had 13 competitors (3 multihulls & 10 monhulls),

including three from out of town. Concerns over the lack of wind were forefront as the skippers meeting concluded and competitors began working their way out to the river. Each RC boat, plus Dennis & Karen Donehoo in their inflatable, took racers under tow within the harbor. However, before reaching the flats a steady breeze settled in and all boats cast-off their toelines.

PRO Shawn Stanley orchestrated four fantastic races in a fine southeasterly wind. Racing was close all day long with skippers jockeying for starting line position and room at the rounding marks. In the end, it was Jim Shelton, sailing his Prindle 16, winning the multihull fleet (2-2-2-1, 7 pts). It should be noted that he won the tiebreaker over Bobby and Thea Noll. Victory in the monohull fleet went to Doug and Liz Savage (visiting from PRSA) who consistently sailed their Interlake very well (2-2-1-2, 7 pts). Joe and Tracy Kubinec, out in their Mobjack for the first time this year, took second (4-1-3-1, 9 pts), while Dan Liston, in his Lightning, took third (1-3-5-3, 12 pts).

Race results and awards were made at Bowen's Inn later that evening. Though most were a little tired (and maybe a little sore), people still found a way to share their experiences of the day with each other. Next up: the second half of the Thursday night series and the 6th Annual Invitational Regatta on September 21-22.

Finally, I would like to extend my sincere thanks to all of the RC volunteers who, week-in and week-out, make it possible to spend an enjoyable evening on the water. The success of the Small Boat Program would not be possible without their selfless efforts.

I hope you'll come join us one Thursday evening.

Keith Jacobs, Small Boat Coordinator
hokiesailor@earthlink.net

WOMEN'S PROGRAM

With July 4 behind us and Labor Day drawing near, it is time to start thinking about the Fall Women's Series. As discussed in our spring meeting, I am making some changes to the rules. This year's Fall Series will allow male boat owners to act as advisors on their boats. The boat must carry a female skipper and an all-female crew. Any skipper using an owner as an advisor will take the 6-second per mile penalty. The new starting sequence will be used. If you are unfamiliar with the changes in the sequence this year, please refer to your racing circular for information.

To continue a wonderful tradition, we will be holding the skippers' meeting breakfast on Saturday morning. The gentlemen will be serving our potluck breakfast. Please let me know what you are planning to bring so I can coordinate. If you missed Herb Reese's gourmet eggs last year, be sure to get there early this year. Herb has already signed on to help. Thanks Herb! I am sure that with able assistance from Mr. Raley, Mr. Moessner, Mr. Kangas, and others the breakfast will be superb. I am already working on their aprons.

The Women's Cruise will be held in October. This year we will be sailing to Broome's Island. Last year's cruise consisted of Janet Rupp's *Brigadoon*, with a crew of two, Charlotte Mahood, and me. I think we all had a great time and I still can't thank Janet enough for taking me in. I hope the weather will be as beautiful as it was last year and that more boats join the cruise. Please watch the September issue of *The Clew* for the exact date and other details. At present the plan is to anchor out and dinghy in to Stoney's for crab cakes. Since I won't have to do the dishes, the "feast" is open to all club members who would care to join us for dinner (this means you guys can come too). I am checking into the availability of kayak rentals at the local marina for those who are feeling adventurous. A ramp is available for launching

small boats as well. I would love to see some of the small boat ladies come out and join us. I plan to trailer my Sunfish up so we have something to play on, weather permitting.

EDITOR'S NOTE

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

Thursday, August 15 at 5:00 p.m.

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

If you submit an article for *The Clew*, you should receive an email from me acknowledging receipt. If you do not receive an acknowledgment, please contact me to make sure that I received your contribution.

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.

This September issue of *The Clew* marks two years of my editorship. I have enjoyed putting the newsletter together and getting it to the membership promptly. But it is time for me to bow out and let someone else take on the task. I am grateful to all of you for supporting me and for contributing timely and interesting articles.

SOCIAL

I want to express many thanks to all of the members and volunteers who helped make our Luau at Zahniser's a great success. Special thanks go to Skip and Ellen Zahniser for not only hosting this event, but for the generous provisions we all enjoyed. The staff at Zahniser's, specifically Jim Sharkey, Terry Walters, Fred and Jeff from the

pool bar, really did a wonderful job making sure that all of the elements necessary for a fun gathering were in place! I'm sure that Jim even placed a special order for the fabulous weather that day, too! The long list of SMSA volunteers include Jan and Stewart Buckler, Mary Ellen Shepherd, Karen and Fred Dellinger, Caren McConin, Carole LaRoche, Linda Kuehnle, Bridget McNamara, Kim Blodnikar, Frank and Rita Gerred, John Herbig, Dave Pedersen, Jim Owens and his son Dan, and Shawn Stanley.

Upcoming Events

August 17 – **Geezer Squeezer Rendezvous** begins at 4:00 p.m. at the Clubhouse. After a fun filled day of adults racing Opti's, we hope to conduct a **Crab Feast** again this year (hopefully without the rain experienced last year). Presently the price of crabs (per bushel) is 56% higher than last year. This is expected to have a significant impact on the cost to members who plan to attend and enjoy the crabs. Cost for each adult is anticipated to be \$17.00 and children 12 and under \$8.00. Keep your eyes out for a special mailing which will provide more details for this event. RSVP's will be required for those who plan to attend to ensure that we have a fair amount of delicious Maryland Blue Crabs on hand. As with each rendezvous, please bring a side dish or dessert to share. If you don't plan to eat crabs, the grills will be available for your cooking pleasure. The success of this event will depend greatly upon the response from members. Please contact me at (301) 373-8795 and let me know if you plan to attend. If you would like to volunteer to help out with this event, I'd love to hear from you. Thank you very much!

As September approaches, members are preparing to vote on a new slate for the Board of Governors. I have enjoyed this past year and my responsibilities as Social Governor and truly look forward to being able to serve SMSA again in 2003. It is my hope, with the continued support of volunteers, to enhance the social aspects of SMSA,

allowing more members to enjoy the company of fellow sailors off the water.

Laura Comeau, Social Governor
bluesky@tqci.net, (301) 373-8795

INFORMATION NOTES

CANDIDATE FOR COMMODORE

Upon hearing that Jim Young will not run for reelection as Commodore, I approached Jan Buckler and asked her to place my name on the ballot for 2003. If elected, I will provide the leadership and guidance required for SMSA in the coming year. For some of you SMSA members who do not know me very well, I offer some information on my membership and contributions to SMSA for your consideration:

- Uninterrupted membership and active involvement in SMSA for 15 years
- Awarded member of the Year with wife Janet 1988
- Co-Publicity Governor with Janet for six years
- BOG Secretary one year
- Awarded 1000 mile Cruising Plaque, 1991, 1993, 1998, 1999, 2001
- Cruiser of the Year, 2001
- Cruise Governor 2001, 2002
- Supported race/cruise joint activities 2001,2002 as part of governorship

I believe that SMSA is at a crossroads with an exciting future ahead. My direction for SMSA will be the following:

- Expand and support all SMSA programs as directed by the membership
- Establish a dues structure to provide for year to year solvency
- Continue the P&PC as a standing committee for advice to the BOG

- Assure establishment of a capital fund for a permanent facility
- Continue refinement of a suitable building site list
- Effect changes in the SMSA by-laws to provide for efficient management
- Complete the BOG Book Appendix update

Walt Rupp, Candidate for Commodore

CANDIDATE FOR VICE COMMODORE

Hello everyone. It is almost September and the time of year when we must vote for our 2003 Board of Governors. I wanted to inform you, the membership, of my intention to run for the position of Vice Commodore for 2003, as my term for Race Governor is up at the end of this season. Part of the Vice Commodore's responsibilities include assisting the various BOG members with "on-the-water" activities. I feel this is a natural progression given my recent run as Race Governor. I have been a very active SMSA member for many years, (hmm, 30 years now??), attended numerous functions, most races, and helped with Junior Program activities, and even been on some cruises, recently returning to my cruising roots and leading a cruise or two (with Laura's help ☺). I have served on the BOG previously as Social Governor and Publicity Governor. I have served on the Policy and Planning Committee for the last two years, been a member of the Junior Program committee this year, and support many of the future plans for growth that are "in-the-works" for our club, while also keeping an eye on the price tag.

Please give careful consideration to all potential BOG members you vote for, and ask questions of me or any other candidates in all positions if you have them. Remember, this is YOUR club, the BOG helps steer it in the direction, you the members, wish for it to go.

Shawn Stanley, Candidate for Vice Commodore

THE RACER'S EDGE

This Wednesday night's SMSA race, unlike some in the recent past, is blessed with winds of 15 to 20 knots from the East. The usual crowd of intrepid racers and their trusty boats are on station to race, and all get off to a roaring beam reach start. The next to the last leg of the race is a very long and wet beat out to "A" mark for a port rounding. You as skipper of PEDAL TO THE METAL are pounding toward "A" mark on a port tack and expect to literally tack at the mark onto starboard and immediately round the mark for the starboard tack broad reach back to Z's. Unfortunately for you, your arch rival WEE WILLIE with that snake in the grass Poulet Poop at the helm is also pounding toward "A" mark but is on starboard tack, and is closing rapidly on you!

As you closely watch the starboard tack WEE WILLIE continue to close on you, you decide to tack into a lee bow position on WEE WILLIE and hope for the best at the mark. You tack quickly and shout, "Room at the mark" since you are within two boat lengths of the mark and now are overlapped to leeward of WEE WILLIE. Poulet Poop has been shouting, "Starboard" repeatedly but to no avail, and now must change course to windward to avoid a collision with you. As you limp around "A" mark with WEE WILLIE still to weather of you, you faintly hear Poulet Poop shout, "Protest," but you sail on confident that you are entitled to room!

You go to the Protest hearing where Poulet Poop produces an independent witness (from another nearby boat) who swears that WEE WILLIE had to change course to above close hauled to avoid a collision, and thus you are quickly disqualified by the Protest Committee for violation of Rule 18.3!

Rule 18.3 (a) (Tacking) is intended to improve racing by trying to minimize the frustrating and sometimes dangerous congestion that occurs at

crowded windward mark roundings caused by port tack boats approaching on or near the port tack layline and trying to squeeze in between starboard tack boats at the mark. Essentially the rule says that when two boats are approaching a windward mark on opposite tacks, and one of the boats completes her tack within the two length zone, she must do so in a place that allows the other boat (WEE WILLIE) to pass the mark without having to sail above close hauled to avoid hitting the boat that tacked (You in PEDAL TO THE METAL in this case). Since WEE WILLIE and his witness were very convincing to the Protest committee, you are out of the race for violation of Rule 18.3 (a).

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

The Judges Respond

Response to July's Racer's Edge

My apologies for a late response but I was busy racing the Newport/Bermuda Race and the Onion Patch Series.

I have a slightly different view of that which was presented in the July's Racer's Edge. First of all, the facts surrounding the moment of truth when the overlap was established were not fully developed. That is critical for the jury to make a proper determination.

The jury stated that the contact was caused by Pedal's intentional close proximity in very choppy waters when he quietly approached Wee Willie. The question is, was the approach made from clear astern or from leeward? If it was made from clear astern, rule 15 applies the moment the overlap is established, and room to keep clear must initially be given to the windward boat. Reading between the lines, my opinion is that the overlap was made too close in the given conditions, and Pedal broke rule 15.

On the other hand, if the approach was made from leeward and sufficient time had passed to satisfy

the transitional time of transferring obligations to keep clear from Pedal, while clear astern, to Wee Willie, while windward, rule 11 applies. If the facts bear out that the overlap had lasted for several seconds and Wee Willie had made no attempt to keep clear until he noticed Pedal to leeward, then Wee Willie broke rule 11 by failing to keep clear.

This situation is complicated slightly by the slow turn to windward that Pedal was executing, thereby making her subject to rule 16. Pedal must give Wee Willie room to keep clear while she is changing course. Was Wee Willie keeping clear? The definition of keep clear states that when boats are overlapped on the same tack, if the leeward boat can change course in both directions without immediately making contact with the windward boat, then the windward boat is keeping clear. Here, the leeward boat made only a slight change in course to windward, which resulted in immediate contact. Therefore Wee Willie was not keeping clear and broke rule 11. Pedal was entitled to make small course changes in either direction, which Wee Willie here prevented her from doing.

Dan Trammell

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.

CLASSIFIED ADS

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

WANTED: Sailrite sewing machine. Contact Denise Yale at jamesdeniseyale@msn.com or (301) 638-1766. (9-02)

FOR SALE: J-29 *Joint adVenture*, extremely well equipped and ready for the racecourse. Contact Dan Schneider at (410) 326-4630. (9-02)

FOR SALE: *Blue Charm*, '86 HOOD 38 sloop/centerboard. New hard top Dodger, 5 sails, full electronics and many extras. Very good condition. Contact Larry & Robin Langfeldt: (301) 373-9728 or lrang@earthlink.net (9-02)

FOR SALE: 1989 Catalina 22. Boat, motor and trailer. Calvert Marina, GG3, in front of Clubhouse. Features Yamaha 4 stroke, 9.9 w/electric start, wing keel, depth finder, knotmeter, roller furling 150 Genoa, asymmetrical spinnaker, pop-top w/cover, stove and sink, portapotty, auto helm, covers, VHF, trailer w/new tires and more. Contact Joe Berman at (301) 843-5075 or email joe@hudvahomes.com. (9-02)

VISITOR'S SLIP: For members of the SMSA who need a slip for short periods of time (related to races, cruise departures, weekend stops, new boat, etc.), we offer a free slip. Includes water and electricity but no stays aboard without holding tank and no liabilities regarding boats, cars, people or whatever. Our pier is at 38 20.2N/76 30.4W, on the little cove (nine feet depth) off the northwest corner of Mill Cove/Mill Creek in Hollywood, first pier on the right. *Patriot* is usually there on the lift. Contact for approval. Jay and Mary Hanks, P.O. Box 190, Hollywood, MD 20636 (301) 373-5474 jhanks@us.hsanet.net. (7-02)

FOR SALE: *Seaquest*, '74 Ranger 33. Fast, comfortable cruiser. Very clean and in extremely good condition. Exterior and interior pictures available. Bought another boat. Contact Ollie/Katie Kangas for details. (301) 862-3348 or okangas@erols.com. (9-02)

WANTED: Dependable crew for Wednesday night racing and especially weekend racing aboard *Shermax*. Come and join the "fun" crew of last

year's "Spirit Award" winner. Prefer some keelboat experience, but we are willing to teach if you are serious about learning. We sail both spinnaker and NS, rain or shine. Max Munger, C30 TRBS #2276 Solomons Island (410) 326-9024 (7-02)

FOR SALE: Walker Bay 8', very little use. \$600. Contact Gresh Sackett at (410) 394-6972 or yachtkoel@cs.com (10-02)

RACE RESULTS

Little Choptank Race

June 8, 2002

<u>CLASS</u> <u>CODE</u>	<u>SANC #</u>	<u>SAIL #</u>	<u>YACHT</u>	<u>OWNER</u>	<u>CBYRA #</u>	<u>OWNR</u> <u>CLUB</u>	<u>RTG.</u>	<u>FINISH</u> <u>TIME</u>	<u>ELPSD</u> <u>TIME</u>	<u>HDCP</u> <u>ALLOW</u>	<u>CORR</u> <u>TIME</u>	<u>STDG</u>
CLASS:PHRF NS		START:10:15:00			LENGTH (Nmi.): 32.5							
009	323	43067	LICKETY SPLIT	MANEELY		SMSA	168	20:41:29	10:26:29	1:31:00	8:55:29	1
009	323	142	TOBY	EGGERT		SMSA	141	20:37:49	10:22:49	1:16:23	9:06:26	2
009	323	83415	WILLIWAW	KEEN	110496	SMSA	120			1:05:00		DNF
009	323	2511	IRETSU	WANNER	104458	SMSA	96			0:52:00		DNF
009	323	13395	GOLDFISH	LAWRENCE	110485	SMSA	120			1:05:00		DNF
CLASS:PHRF A,B,C,D		START:10:10:00			LENGTH (Nmi.): 32.5							
	323	43313	CHARDONNAY	MCCAREY	110472	SMSA	84	19:48:40	9:38:40	0:45:30	8:53:10	1
	323	US 173		RALEY	110690	SMSA	111	20:04:12	9:54:12	1:00:07	8:54:05	2
	323	3333	SPROUT	KERN	108910	SMSA	99	20:01:15	9:51:15	0:53:38	8:57:37	3
	323	63269	PRIORITY ONE	SPICUZZA	102022	SMSA	108	20:10:00	10:00:00	0:58:30	9:01:30	4
	323	105	VALKYRIE	KUEHNE		SMSA	42	19:53:14	9:43:14	0:22:45	9:20:29	5
	323	51360	SMOKIN'	JEFFRIES	102436	SMSA	51	19:59:12	9:49:12	0:27:38	9:21:35	6

Summer Invitational Race

June 9, 2002

<u>CLASS</u> <u>CODE</u>	<u>SANC #</u>	<u>SAIL #</u>	<u>YACHT</u>	<u>OWNER</u>	<u>CBYRA #</u>	<u>OWNR</u> <u>CLUB</u>	<u>RTG.</u>	<u>FINISH</u> <u>TIME</u>	<u>ELPSD</u> <u>TIME</u>	<u>HDCP</u> <u>ALLOW</u>	<u>CORR</u> <u>TIME</u>	<u>STDG</u>
CLASS:PHRF NS		START:12:15:00			LENGTH (Nmi.): 8.1							
009	325	2511	IRETSU	WANNER	104458	SMSA	96	13:43:30	1:28:30	0:12:58	1:15:32	1
009	325	43067	LICKETY SPLIT	MANEELY		SMSA	168	14:10:49	1:55:49	0:22:41	1:33:08	2
009	325	8347	BADGER	FEUSAHRENS		SMSA	186	14:32:07	2:17:07	0:25:07	1:52:00	3
CLASS:PHRF A,B,C,D		START:12:10:00			LENGTH (Nmi.): 8.1							
	325	43113	CHARDONNAY	MCCAREY	110472	SMSA	84	13:32:45	1:22:45	0:11:20	1:11:25	1
	325	51360	SMOKIN'	JEFFRIES	102436	SMSA	51	13:43:41	1:33:41	0:06:53	1:26:48	2
	325	3066	ARTFUL DODGER	TAYLOR		SMSA	132	13:56:45	1:46:45	0:17:49	1:28:56	3
	325	67996	NEMESIS	SCOTT		SMSA	168	14:17:32	2:07:32	0:22:41	1:44:51	4

Vice Commodores Cup Race
CLASS: PHRF A,B,C,D

June 22, 2002

Length(nmi.):33.25

Start time: 18:35:00

<u>STDG.</u>	<u>SAIL #</u>	<u>YACHT</u>	<u>OWNER</u>	<u>RTG.</u>	<u>FINISH</u>	<u>ELAPSED</u>	<u>ALLOW.</u>	<u>CORR'TD</u>
1	50134	SMOKIN	JEFFRIES	51	0:53:43	6:18:43	0:28:16	5:50:27
2	3333	SPROUT	KERN	96	1:21:56	6:46:56	0:53:12	5:53:44
3	83096	SYNERGY	LAROCHE	168	2:31:10	7:56:10	1:33:06	6:23:04
4	3066	ARTFUL DODGER	TAYLOR	132	2:23:08	7:48:08	1:13:09	6:34:59
5	63269	PRIORITY ONE	SPICUZZA	108	2:21:00	7:46:00	0:59:51	6:46:09
6	67996	NEMESIS	SCOTT	174	3:14:00	8:39:00	1:36:25	7:02:34
7	43162	ELAN	SHAW	159	3:17:12	8:42:12	1:28:07	7:14:05

CLASS: PHRF NS

Length(nmi.):33.25

Start time: 18:30:00

<u>STDG.</u>	<u>SAIL #</u>	<u>YACHT</u>	<u>OWNER</u>	<u>RTG.</u>	<u>FINISH</u>	<u>ELAPSED</u>	<u>ALLOW.</u>	<u>CORR'TD</u>
1	43067	LICKETY SPLIT	MANEELY	168	3:02:55	8:32:55	1:33:06	6:59:49
2	13395	GOLDFISH	LAWRENCE	120	2:43:57	8:13:57	1:06:30	7:07:27
3	2511	IRETSU	WANNER	96	3:31:13	9:01:13	0:53:12	8:08:01

ZAHNISER'S WEDNESDAY NIGHT RACE RESULTS

June 5, 2002

CLASS: **PHRF NS**

Start: 18:30:00

Course: AKXVX

Length: 5.10

<u>STDG</u>	<u>SAIL No.</u>	<u>YACHT</u>	<u>RTG.</u>	<u>FINISH</u>	<u>ELAPS'D</u>	<u>ALLOW.</u>	<u>CORR'TD</u>
1	53477	KRUGERRAND	132	19:29:55	0:59:55	0:11:13	0:48:42
2	2511	IRETSU	96	19:28:21	0:58:21	0:08:10	0:50:11
3	2276	SHERMAX	177	19:37:42	1:07:42	0:15:03	0:52:39
4	40107	EN GARDE	138	19:35:29	1:05:29	0:11:44	0:53:45
5	83152	ALERT	150	19:39:10	1:09:10	0:12:45	0:56:25
6	83113	VIGILANT	150	19:39:44	1:09:44	0:12:45	0:56:59
7	83415	WILLIWAW	120	19:38:01	1:08:01	0:10:12	0:57:49
8	4183	BADGER	186	19:43:42	1:13:42	0:15:49	0:57:53
9	63076	SUBJECT TO CHANGE	108	19:40:47	1:10:47	0:09:11	1:01:36
10	242	SLIPAWAY	246			0:20:55	DNF

CLASS: **PHRF Blue**

Start: 18:35:00

Course: AKXVX

Length: 5.10

<u>STDG</u>	<u>SAIL No.</u>	<u>YACHT</u>	<u>RTG.</u>	<u>FINISH</u>	<u>ELAPS'D</u>	<u>ALLOW.</u>	<u>CORR'TD</u>
1	93084	BOB	162	19:34:11	0:59:11	0:13:46	0:45:25
2	83096	SYNERGY	168	19:35:56	1:00:56	0:14:17	0:46:39
3	67996	NEMESIS	168	19:37:39	1:02:39	0:14:17	0:48:22
4	1003	CHIQUITA	174	19:39:24	1:04:24	0:14:47	0:49:37
5	43067	LICKETY SPLIT	168	19:40:25	1:05:25	0:14:17	0:51:08
6	43162	ELAN	159	19:45:44	1:10:44	0:13:31	0:57:13

CLASS: **PHRF White**

Start: 18:40:00

Course: AKXVX

Length: 5.10

<u>STDG</u>	<u>SAIL No.</u>	<u>YACHT</u>	<u>RTG.</u>	<u>FINISH</u>	<u>ELAPS'D</u>	<u>ALLOW.</u>	<u>CORR'TD</u>
1	105	VALKYRIE	42	19:28:39	0:48:39	0:03:34	0:45:05
2	73051	STILL A GORILLA	135	19:38:10	0:58:10	0:11:28	0:46:42
3	39519	AMERICAN FLYER	48	19:32:52	0:52:52	0:04:05	0:48:47
4	41135	RAMPAGE	72	19:36:04	0:56:04	0:06:07	0:49:57
5	63269	PRIORITY ONE	108	19:39:09	0:59:09	0:09:11	0:49:58
6	50134	SMOKIN	51	19:34:43	0:54:43	0:04:20	0:50:23
7	312	WICKED GOOD	138	19:43:20	1:03:20	0:11:44	0:51:36
8	63199	THE DOGHOUSE	111	19:42:28	1:02:28	0:09:26	0:53:02

June 12, 2002**CLASS: PHRF NS**

Start: 18:30:00

Course: KXKX

Length: 4.20

<u>STDG</u>	<u>SAIL No.</u>	<u>YACHT</u>	<u>RTG.</u>	<u>FINISH</u>	<u>ELAPS'D</u>	<u>ALLOW.</u>	<u>CORR'TD</u>
1	41135	RAMPAGE	72	19:49:29	1:19:29	0:05:02	1:14:27
2	53477	KRUGERRAND	132	19:54:50	1:24:50	0:09:14	1:15:36
3	2511	IRETSU	96	19:53:45	1:23:45	0:06:43	1:17:02
4	2276	SHERMAX	177	20:05:46	1:35:46	0:12:23	1:23:23
5	83415	WILLIWAW	120	20:04:37	1:34:37	0:08:24	1:26:13
6	4183	BADGER	186	20:17:50	1:47:50	0:13:01	1:34:49
7	63076	SUBJECT TO CHANGE	108	20:17:35	1:47:35	0:07:34	1:40:01
8	43162	ELAN	159	20:23:53	1:53:53	0:11:08	1:42:45
9	83113	VIGILANT	150	20:26:16	1:56:16	0:10:30	1:45:46
10	83152	ALERT	150			0:10:30	DNS

CLASS: PHRF Blue

Start: 18:35:00

Course: KXKX

Length: 4.20

<u>STDG</u>	<u>SAIL No.</u>	<u>YACHT</u>	<u>RTG.</u>	<u>FINISH</u>	<u>ELAPS'D</u>	<u>ALLOW.</u>	<u>CORR'TD</u>
1	93084	BOB	162	19:52:19	1:17:19	0:11:20	1:05:59
2	83096	SYNERGY	168	19:53:34	1:18:34	0:11:46	1:06:48
3	43067	LICKETY SPLIT	168	19:57:30	1:22:30	0:11:46	1:10:44
4	1003	CHIQUITA	174	20:02:43	1:27:43	0:12:11	1:15:32
5	67996	NEMESIS	174	20:03:30	1:28:30	0:12:11	1:16:19

CLASS: PHRF White

Start: 18:40:00

Course: KXKX

Length: 4.20

<u>STDG</u>	<u>SAIL No.</u>	<u>YACHT</u>	<u>RTG.</u>	<u>FINISH</u>	<u>ELAPS'D</u>	<u>ALLOW.</u>	<u>CORR'TD</u>
1	53448	JOINT ADVENTURE	111	19:47:23	1:07:23	0:07:46	0:59:37
2	9	OUTASIGHT	99	19:48:14	1:08:14	0:06:56	1:01:18
3	73051	STILL A GORILLA	135	19:54:35	1:14:35	0:09:27	1:05:08
4	105	VALKYRIE	42	19:48:33	1:08:33	0:02:56	1:05:37
5	312	WICKED GOOD	138	19:55:18	1:15:18	0:09:40	1:05:38
6	50134	SMOKIN	51	19:50:59	1:10:59	0:03:34	1:07:25
7	63199	THE DOGHOUSE	111	20:00:03	1:20:03	0:07:46	1:12:17
8	39519	AMERICAN FLYER	48	20:09:19	1:29:19	0:03:22	1:25:57
9	63269	PRIORITY ONE	108			0:07:34	DNF

June 19, 2002**CLASS: PHRF NS**

Start: 18:35:00

Course: VXVX

Length: 2.40

<u>STDG</u>	<u>SAIL No.</u>	<u>YACHT</u>	<u>RTG.</u>	<u>FINISH</u>	<u>ELAPS'D</u>	<u>ALLOW.</u>	<u>CORR'TD</u>
1	53477	KRUGERRAND	132	19:15:57	0:40:57	0:05:17	0:35:40
2	2511	IRETSU	96	19:16:54	0:41:54	0:03:50	0:38:04
3	83415	WILLIWAW	120	19:19:09	0:44:09	0:04:48	0:39:21
4	2276	SHERMAX	177	19:22:50	0:47:50	0:07:05	0:40:45
5	40107	ENGARDE	138	19:21:51	0:46:51	0:05:31	0:41:20
6	83152	ALERT	150	19:24:29	0:49:29	0:06:00	0:43:29
7	83113	VIGILANT	150	19:27:42	0:52:42	0:06:00	0:46:42
8	43162	ELAN	159	19:31:11	0:56:11	0:06:22	0:49:49
9	63076	SUBJECT TO CHANGE	108	19:30:15	0:55:15	0:04:19	0:50:56
10	242	SLIPAWAY	246	20:16:18	1:41:18	0:09:50	1:31:28
11*	4183	BADGER	186	19:27:03	0:52:03	0:07:26	0:44:37

* - 40% Penalty

CLASS: PHRF Blue

Start: 18:40:00

Course: VXVX

Length: 2.40

<u>STDG</u>	<u>SAIL No.</u>	<u>YACHT</u>	<u>RTG.</u>	<u>FINISH</u>	<u>ELAPS'D</u>	<u>ALLOW.</u>	<u>CORR'TD</u>
1	93084	BOB	162	19:18:37	0:38:37	0:06:29	0:32:08
2	83096	SYNERGY	168	19:19:52	0:39:52	0:06:43	0:33:09
3	67996	NEMESIS	174	19:20:55	0:40:55	0:06:58	0:33:57
4	42516	STARGAZER II	168	19:22:28	0:42:28	0:06:43	0:35:45
5	1003	CHIQUITA	174	19:22:48	0:42:48	0:06:58	0:35:50
6	43067	LICKETY SPLIT	168	19:26:26	0:46:26	0:06:43	0:39:43

CLASS:PHRF White			Start: 18:45:00	Course:VXVX	Length:2.40		
<u>STDG</u>	<u>SAIL No.</u>	<u>YACHT</u>	<u>RTG.</u>	<u>FINISH</u>	<u>ELAPS'D</u>	<u>ALLOW.</u>	<u>CORR'TD</u>
1	73051	STILL A GORILLA	135	19:20:30	0:35:30	0:05:24	0:30:06
2	63269	PRIORITY ONE	108	19:22:10	0:37:10	0:04:19	0:32:51
3	105	VALKYRIE	42	19:19:47	0:34:47	0:01:41	0:33:06
4	39519	AMERICAN FLYER	48	19:22:15	0:37:15	0:01:55	0:35:20
5	50134	SMOKIN	51	19:22:49	0:37:49	0:02:02	0:35:47
6	63199	THE DOGHOUSE	111	19:40:46	0:55:46	0:04:26	0:51:20

June 26, 2002

CLASS: PHRF NS			Start: 18:36:00	Course:KVXK	Length:3.65		
<u>STDG</u>	<u>SAIL No.</u>	<u>YACHT</u>	<u>RTG.</u>	<u>FINISH</u>	<u>ELAPS'D</u>	<u>ALLOW.</u>	<u>CORR'TD</u>
1	2276	SHERMAX	177	19:40:08	1:04:08	0:10:46	0:53:22
2	2511	IRETSU	96	19:36:13	1:00:13	0:05:50	0:54:23
3	83113	VIGILANT	150	19:46:16	1:10:16	0:09:07	1:01:08
4	83415	WILLIWAW	120	19:51:28	1:15:28	0:07:18	1:08:10
5	83152	ALERT	150	19:54:48	1:18:48	0:09:07	1:09:41
6	4183	BADGER	186			0:11:19	DNF
6	40107	ENGARDE	138			0:08:24	DNF
6	63076	SUBJECT TO CHANGE	108			0:06:34	DNF
6	242	SLIPAWAY	246			0:14:58	DNF

CLASS:PHRF Blue			Start: 18:41:00	Course:KVXK	Length:3.65		
<u>STDG</u>	<u>SAIL No.</u>	<u>YACHT</u>	<u>RTG.</u>	<u>FINISH</u>	<u>ELAPS'D</u>	<u>ALLOW.</u>	<u>CORR'TD</u>
1	42516	STARGAZER II	168	19:44:26	1:03:26	0:10:13	0:53:13
2	131	PRONTO	162			0:09:51	DNF
2	83096	SYNERGY	168			0:10:13	DNF
2	67996	NEMESIS	174			0:10:35	DNF
2	1003	CHIQUITA	174			0:10:35	DNF
2	43067	LICKETY SPLIT	168			0:10:13	DNF

CLASS:PHRF White			Start: 18:46:00	Course:KVXK	Length:3.65		
<u>STDG</u>	<u>SAIL No.</u>	<u>YACHT</u>	<u>RTG.</u>	<u>FINISH</u>	<u>ELAPS'D</u>	<u>ALLOW.</u>	<u>CORR'TD</u>
1	39519	AMERICAN FLYER	48	19:35:11	0:49:11	0:02:55	0:46:16
2	63269	PRIORITY ONE	108	19:39:15	0:53:15	0:06:34	0:46:41
3	63269	POGO	129	19:43:20	0:57:20	0:07:51	0:49:29
4	312	WICKED GOOD	138	19:48:16	1:02:16	0:08:24	0:53:52
5	9	OUTASIGHT	99			0:06:01	DNF
5	73051	STILL A GORILLA	135			0:08:13	DNF
5	50134	SMOKIN	51			0:03:06	DNF
5	63199	THE DOGHOUSE	111			0:06:45	DNF

July 3, 2002

CLASS: PHRF NS			Start: 18:47:00	Course:VXKX	Length:3.30		
<u>STDG</u>	<u>SAIL No.</u>	<u>YACHT</u>	<u>RTG.</u>	<u>FINISH</u>	<u>ELAPS'D</u>	<u>ALLOW.</u>	<u>CORR'TD</u>
1	53477	KRUGERRAND	132	20:27:05	1:40:05	0:07:16	1:32:49
2	2276	SHERMAX	177	20:29:37	1:42:37	0:09:44	1:32:53
3	63076	SUBJECT TO CHANGE	108	20:26:31	1:39:31	0:05:56	1:33:35
4	2511	IRETSU	96	20:26:40	1:39:40	0:05:17	1:34:23
5	83415	WILLIWAW	120	20:36:06	1:49:06	0:06:36	1:42:30
6	73472	ORBITER	120	20:39:07	1:52:07	0:06:36	1:45:31
7	4183	BADGER	186	20:49:41	2:02:41	0:10:14	1:52:27
8	83113	VIGILANT	150	20:53:00	2:06:00	0:08:15	1:57:45
9	83152	ALERT	150			0:08:15	DNF

CLASS: PHRF Blue			Start: 18:52:00	Course: VXXKX	Length: 3.30		
<u>STDG</u>	<u>SAIL No.</u>	<u>YACHT</u>	<u>RTG.</u>	<u>FINISH</u>	<u>ELAPS'D</u>	<u>ALLOW.</u>	<u>CORR'TD</u>
1	83096	SYNERGY	168	20:23:55	1:31:55	0:09:14	1:22:41
2	43067	LICKETY SPLIT	168	20:29:47	1:37:47	0:09:14	1:28:33
3	67996	NEMESIS	174	20:31:19	1:39:19	0:09:34	1:29:45
4	1003	CHIQUITA	174			0:09:34	DNF

CLASS: PHRF White			Start: 18:57:00	Course: VXXKX	Length: 3.30		
<u>STDG</u>	<u>SAIL No.</u>	<u>YACHT</u>	<u>RTG.</u>	<u>FINISH</u>	<u>ELAPS'D</u>	<u>ALLOW.</u>	<u>CORR'TD</u>
1	US 105	VALKYRIE	42	19:50:29	0:53:29	0:02:19	0:51:10
2	39519	AMERICAN FLYER	48	20:19:22	1:22:22	0:02:38	1:19:44
3	93121	WICKED GOOD	138	20:31:53	1:34:53	0:07:35	1:27:18
4	63199	THE DOGHOUSE	111	20:36:05	1:39:05	0:06:06	1:32:59
5	9	OUTASIGHT	99	20:35:42	1:38:42	0:05:27	1:33:15
6	63269	POGO	129	20:37:30	1:40:30	0:07:06	1:33:24

July 10, 2002

CLASS: PHRF NS			Start: 18:30:00	Course: VXXKXVX	Length: 4.5		
<u>STDG</u>	<u>SAIL No.</u>	<u>YACHT</u>	<u>RTG.</u>	<u>FINISH</u>	<u>ELAPS'D</u>	<u>ALLOW.</u>	<u>CORR'TD</u>
1	73051	STILL A GORILLA	135	19:59:44	1:29:44	0:10:07	1:19:36
2	53477	KRUGERRAND	132	20:04:47	1:34:47	0:09:54	1:24:53
3	63076	SUBJECT TO CHANGE	108	20:03:43	1:33:43	0:08:06	1:25:37
4	2276	SHERMAX	177	20:10:33	1:40:33	0:13:16	1:27:16
5	2511	IRETSU	96	20:04:48	1:34:48	0:07:12	1:27:36
6	40107	ENGARDE	138	20:08:54	1:38:54	0:10:21	1:28:33
7	4183	BADGER	186	20:17:39	1:47:39	0:13:57	1:33:42
8	83415	WILLIWAW	120	20:16:02	1:46:02	0:09:00	1:37:02
9	83152	ALERT	150	20:33:31	2:03:31	0:11:15	1:52:16

CLASS: PHRF Blue			Start: 18:35:00	Course: VXXKXVX	Length: 4.5		
<u>STDG</u>	<u>SAIL No.</u>	<u>YACHT</u>	<u>RTG.</u>	<u>FINISH</u>	<u>ELAPS'D</u>	<u>ALLOW.</u>	<u>CORR'TD</u>
1	93084	BOB	162	20:00:14	1:25:14	0:12:09	1:13:05
2	83096	SYNERGY	168	20:03:44	1:28:44	0:12:36	1:16:08
3	131	PRONTO	162	20:05:57	1:30:57	0:12:09	1:18:48
4	1003	CHIQUITA	174	20:07:51	1:32:51	0:13:03	1:19:48
5	43067	LICKETY SPLIT	168	20:09:51	1:34:51	0:12:36	1:22:15
6	67996	NEMESIS	174	20:11:16	1:36:16	0:13:03	1:23:13

CLASS: PHRF White			Start: 18:40:00	Course: VXXKXVX	Length: 4.5		
<u>STDG</u>	<u>SAIL No.</u>	<u>YACHT</u>	<u>RTG.</u>	<u>FINISH</u>	<u>ELAPS'D</u>	<u>ALLOW.</u>	<u>CORR'TD</u>
1	US 105	VALKYRIE	42	19:50:47	1:10:47	0:03:09	1:07:38
2	40692	SMC	108	19:56:46	1:16:46	0:08:06	1:08:40
3	9	OUTASIGHT	99	19:57:41	1:17:41	0:07:25	1:10:15
4	312	WICKED GOOD	138	20:05:03	1:25:03	0:10:21	1:14:42
5	39519	AMERICAN FLYER	48	19:58:33	1:18:33	0:03:36	1:14:57
6	63269	POGO	129	20:05:42	1:25:42	0:09:41	1:16:01
7	50134	SMOKIN	51	20:04:18	1:24:18	0:03:50	1:20:28
8	63199	THE DOGHOUSE	111	20:17:38	1:37:38	0:08:20	1:29:19

August 2002 - SMSA Calendar

SUN	MON	TUE	WED	THU	FRI	SAT
ATTENTION: Please see "NOTE" at end of September Calendar				1 Thursday Night Small Boat Races Junior Day Camp Session # 5 (Basic) 0800-1700	2 JR Camp Session # 5 (Basic) 0800-1700 SMC Governor's Cup Race Begin Race/Cruise to St. Mary's City	3 SMC Governor's Cup Finish @ St. Mary's City
4 End Race/Cruise to St. Mary's City Gov. Cup Rendezvous	5 Junior Day Camp Session # 6 (Basic) 0800- 1700	6 Junior Day Camp Session # 6 (Basic) 0800- 1700 BOG Meeting, 1930	7 Zahniser's Wednesday Night #5 Junior Day Camp Session # 6 (Basic) 0800- 1700	8 Thursday Night Small Boat Races Final Candidate Declaration due JR Camp Session # 6 (Basic) 0800-1700	9 Junior Day Camp Session # 6 (Basic) 0800-1700 Cradle of Invasion 60th Anniversary Events Calvert Marina	10 Cradle of Invasion 60th Anniversary Events Calvert Marina
11 Cradle of Invasion 60th Anniversary Events Calvert Marina	12 Junior Day Camp Session # 7 (Racing) 0800-1700 Fall High School Sailing Sign-Up 4p - 5p clubhouse	13 Junior Day Camp Session # 7 (Racing) 0800- 1700	14 Zahniser's Wednesday Night #6 Junior Day Camp Session # 7 (Racing) 0800-1700	15 <i>The Clew</i> Deadline Junior Day Camp Session # 7 (Racing) 0800-1700 Thursday Night Small Boat Races	16 Junior Day Camp Session # 7 (Racing) 0800-1700	17 Geezer Squeezer Races, 0900-1500 Crab Feast Rendezvous
18 Patuxent River Regatta Junior Program 1 pm (Session Two #1) Revised Election Ballots due	19	20	21 Zahniser's Wednesday Night #7 HS Varsity Practice	22 Thursday Night Small Boat Races HS Varsity Practice	23 HS Varsity Practice	24 Junior Dog Days Regatta, 0800-1700 Mixed Couples Race/Cruise
25 Junior Program 1pm (Session Two #2) End Mixed Couples Cruise	26	27	28 Zahniser's Wednesday Night #8 HS Varsity Practice	29 Thursday Night Small Boat Races HS Varsity Practice	30 Begin Labor Day Cruise HS Varsity Practice	31

September 2002 - SMSA Calendar

SUN	MON	TUE	WED	THU	FRI	SAT
1	2 Labor Day End Labor Day Cruise	3 BOG Meeting, 1930 @ Clubhouse	4 Zahniser's Wednesday Night Race #9	5 Thursday Night Small Boat Races (End of 2002 Season)	6	7 Smith Point Race (Day Race)
8	9	10 Basic HS Fall Classroom Starts @ Patuxent High School	11 Zahniser's Wednesday Night Race #10 Basic HS Fall Practice Starts	12	13	14 Women's Fall Series 1 & 2 Skipper/Crew Breakfast, 0730 @ Clubhouse
15 Annual Business Meeting 4 pm Women's Fall Series Rendezvous Junior Program 1 pm Session Two #3 <i>The Clew</i> deadline	16	17	18 Zahniser's Wednesday Night Fun Race	19	20	21 6th Annual Small Boat Invitational Regatta Begin One Week Fall Cruise End Weekend Cruise
22 6th Annual Small Boat Invitational Regatta Trawler Fest End Weekend Cruise	23	24	25 Trawler Fest @ Calvert Marina/clubhouse begins	26	27	28 Trawler Fest @ Calvert Marina/Clubhouse ends
29 Fall Series 3 & 4 Mini-rendezvous End 1- Week Fall Cruise End Weekend Cruise	30 Basic HS Fall Practice Ends	NOTE: Rescheduled SMSA Annual Business Meeting September 15 @1600				