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the clew

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COMMODORE

November brings cold air, lots of raking, the Frostbite Races, a Frostbite Cruise and the end of our on the water season. An important date to remember this month is the Annual Planning Meeting on Saturday, November 5th, 9:30 a.m. at the Clubhouse. This event serves multiple purposes: a chance to begin planning the 2006 season, an opportunity to socialize over brunch, and it is also the date when the 2006 Board of Governors officially takes office. If you have ideas or plans for next year, speak with the appropriate governor in advance of the meeting, so your inputs are considered for next season. Also, take a second to thank them for volunteering some of their free time to serve on the Board, and perhaps volunteer some of YOUR time to volunteer on one of the various committees.

On another note, what many of us believed to be inevitable has finally occurred. Matt Gambrill, Calvert Marina owner, has informed us that the building we currently use as a Clubhouse, as well as the Thursday night small boat area (storage & lift) and the swale (FJ area) will no longer be available to SMSA after September 30, 2006. At that time, the development plans for the property involve clearing out these particular areas. The BOG has been, and is continuing to pursue

alternative sites and will keep the membership informed of any major developments.

Shawn Stanley, Commodore
sastanley@verizon.net
301-737-4201

Southern Maryland Sailing Association
2005 Board of Governor's Meeting
Thursday, November 3, 2005 – 1930- Clubhouse
Draft Agenda

Opening Remarks - Meeting expectations - setting of the agenda

Officer Reports

- Commodore –
BOG Transition - update
- Vice Commodore –
Schedule update
Planning Meeting Preparations – schedule inputs from Governors
- Rear Commodore –
- Secretary –
- Treasurer –

Governor Reports

- Race Program –
- Cruise Program –
- Junior Program –
- Women's Program –
- Social –
- Facilities –
- Public Relations –
- Membership –

Old Business

Land acquisition update – update from Carl/Don

New Business

Governance Committee – possible report

Closing Remarks –

Adjourn

Abridged Minutes
Board of Governor's Meeting
October 6, 2005

Officers and Governors Present: Shawn Stanley, Don Behrens, Carl Feusahrens, Joel Bergsman, Laura Comeau-Stanley, Jim Keen, Dave Pedersen, BJ Roberts, Carol Smith, Walt Rupp, Marc DeLaVergne

Opening Remarks –

- Meeting called to order at 1936
- Agenda accepted without exception by BOG

Officer Reports

Commodore –

- BOG Transition; 2006 BOG takes over at Planning Meeting on November 5th

Vice Commodore –

- Calendar updates
- Planning Meeting requests and announcements

Rear Commodore –

- MVA Club Tag update

Secretary –

- Status of abridged meeting minutes, minutes of record and draft annual meeting minutes

Treasurer –

- Report of account balances and general review of budgeted income and expenses to date

Governor Reports

Race Program

- Jim reported that the season is coming to a close; two more weekend races to go and Frostbite races in November; Frostbite races will be conducted on the waters off of the point of Solomons Island, near the CBL pier
- Don read aloud a letter received from Mr. Bobby Frey regarding the excellent race management from the SMSA/Screwpile RC during CBYRA - Annapolis Race Week

Cruise Program –

- Walt reported on the upcoming cruises and current cruise point status
- Walt thanked Joel & Mary Bergsman for adding and leading a Cruise in mid-September to Hudson Creek; five boats participated

Junior Program – Absent

- In JT's absence, Carl reported that Washburns is going to be approached to install hardware on the new safety boat
- Junior Governor appointment discussion initiated by Shawn; position likely to be filled by Tom Moulds

Women's Program –

- No report

Social

- BJ reported on the upcoming clubhouse event "Chili Party & Oyster Scald" scheduled for Sunday, October 23rd
- Awards Banquet to be held at the Holiday Inn Select in January, as St. Mary College is unable to host us because of scheduled repairs and construction to the Campus Center over the winter break

Facilities –

- Dave reminded everyone that the propane tanks are being kept in the shed next to the Clubhouse

Public Relations – Absent

Membership –

- Marc presented an application for membership reinstatement for Shannon (formerly Faxon) & Ed Walters - (family); originally sponsored by Frank & Rita Gerred, current sponsor is Chuck Crawford; without exception all BOG voted to approve the application

Old Business –

- Long-term plan/land acquisition update - Report presented
- Governance Committee Formation update

New Business –

- Clubhouse/Facility Eviction Timeframe

Motion made to adjourn by Walt, seconded by Carl, Shawn and Joel concurrently, all BOG in favor.

Meeting adjourned at 2045.

SOCIAL

At last, my kind of weather. Our next event will be November 5th, the Annual Planning Meeting and Brunch. Please check the Forum for exact time.

Your friendly board will provide some lite fair to nibble on following discussions that will include event scheduling for 2006.

By now I am sure you all know that by this time next year, we will no longer be in the Clubhouse. I suggest we enjoy every minute we can. Don't forget to mark your calendar for the first annual Xmas wreath party. It's December 4th starting at 11 a.m. I will have more details posted on the forum explaining what items you will need to make a wreath.

The following week, December 10th, is the official Xmas gathering. Please come join us for great food and beautiful decorations.

Now, one last item. The Awards Dinner in January will be at a new location. St Mary's College will not be able to accommodate SMSA the year because of major repairs to the roof. More details will follow. Hope to see you soon.

Barbara Roberts, Social Governor

bjandcharlie@chesapeake.net

410-326-6525

WEEKNIGHT SOCIALS

November Weeknight Social Set

The next weeknight social dinner is set for November 9th at 6:30 PM. We're planning a Ragin Cajun dinner featuring Rod & Pat Schroeder's famous Jambalaya and delicious sides provided by Frank & Rita Gerred and Matt & Marty Miller. We'll provide the food but please bring your own drinks. A donation (probably \$5) to cover the costs can be made that night. Please RSVP to Marty (410-394-1786, Marty2120@aol.com) or Rita (301-862-3774, Gerred@erols.com) by Nov. 4th. See y'all there!

Halloween Cruise Approaches!

Nimue with Kris and Ron Hoile on board will lead the way on the Potomac River Halloween cruise set for October 29th and 30th. Scare up a crew for a great time on the St. Mary's River. Details in last month's Clew or via e-mail at kt4mi@hotmail.com!!!!

Wednesday Night Social Cancelled

The November 2nd dinner was cancelled and that there will be a dinner on November 9th. (See Weeknight Socials above for more information.)

RACING

Small Boat Program Update

Early fall proved to be a very hectic period for the Small Boat Program. In the season's first weekend, the club played host to two major regattas within a two week period.

9th Annual Small Boat Invitational Regatta

The weekend of September 24-25 proved to be a breezy one for the competitors in this event. A total of 50 boats registered for the event, compared to 35 in last year's regatta. Extra significance was placed on the event by the fact that both the Interlake & Lightning classes designated the event as a point for their traveling series, and the Buccaneer & Windmill classes used the regatta for their district championships. The 50 competitors were divided into six classes, including Multihull, Lightning, Interlake, Windmill, Buccaneer, and Portsmouth.

PRO Stovy Brown directed the regatta for the second consecutive year. Saturday brought a 16-knot easterly wind & choppy conditions on the river. Two races were run before sending the competitors back to the shore. The weather led to broken gear, shredded sails, and fatigue. Glenn Scott, the Safety Boat volunteer found himself very busy all day tending to boats with broken centerboards, a few that had swamped, and many that couldn't quite stay upright. Once back on shore, a catered dinner from Bear Creek BBQ & first day awards sponsored by West Marine closed out the first day.

Sunday's wind and water conditions eased, somewhat. A light breeze in the morning built to 12 knots by the end of the day's second race. As for local sailors, Jeff Moore and Kim Blodnikar

finished 2nd in the six-boat Multihull fleet. Within the 14-boat Lightning fleet, David and Jacki Meiser were the highest finishers, in 8th place. John Herbig finished 6th in the Interlake fleet, and Bill Blanton grabbed 4th in the Windmill fleet. Within the Portsmouth fleet, Smitty Smith, sailing his Front Runner, took 1st, while Joe Szymanski and Sandy Leitner finished in 4th place in their Albacore.

All in all, feedback from the competitors was positive. In fact, the local Buccaneer Fleet Captain (Bryan Lanier) stated,

"I just wanted to thank you for welcoming the Buccaneers to your regatta. We all had a great time in your beautiful corner of the world. Everyone did a fantastic job--organizing, race committee and crash boats. And the food was great. All the way around it was a wonderful experience (except for almost losing my mast). Jimmy Yurko [*a Thursday night sailor*] was right when he was praising the venue and the people. We will definitely be back next year."

Over 20 people came out to support this event in Race Committee and Safety Boat operations, as well as shore-side support, including continental breakfast arrangements, Saturday's dinner, and Sunday's award ceremony. Much thanks to everyone who helped make the event the big success that it was.

2005 Albacore US National Championship

A total of 31 Albacores descended upon Solomons over the October 7-10, Columbus Day weekend. The reason? SMSA played host to the 2005 US Albacore Association's US National Championship regatta. Participating in the event were our own Joe Szymanski and Sandy Leitner.

After nearly ten months of planning, sailors began arriving on Friday, October 7. Many were there to greet a 40-foot container that brought 12 boats back from the recently-concluded International Championship in England. Thanks to the timing of the events, nine Canadian boats entered the US National Championships, giving this event its own international flavor.

PRO Jim Young managed to exceed all competitor expectations over the three-day course of racing, despite some challenging conditions (rain all day Saturday and shifty conditions on Sunday and Monday). For starters, the Class initially called for seven races. However, because of the efficiency of our entire RC, we modified the SIs after just the first day to permit more. Altogether, Jim rolled off eight races. Supporting Jim was a very capable group of over 15 people on the Signal Boat, three Mark Boats, and Safety Boat. None of this would have been possible without their commitment and dedication to this three-day event. I would personally like to extend my thanks and appreciation for their efforts.

Once again, SMSA distinguished itself in the eyes of the competitors. The starts were effectively managed with only a few general recalls necessary (very good for a class that seems to pride themselves on their aggressive nature); course changes were implemented quickly and efficiently; and, finishes were recorded with no issues. For anyone who has never seen a one-design finish, it can be quite challenging when large clusters of boats approach the line all at once. One competitor commented how he had "never" been to a regatta where the RC paid so much attention to the wind direction and course axis.

******Comments from the PRO, Jim Young******

No PRO can successfully provide quality race committee to a one design national competition without tremendous background preparation and competent execution from the various teams. I want to recognize my crew and applaud the excellent work that they did over the race weekend. Keith Jacobs, as regatta organizer, did a fantastic job of organizing the shore side support and providing the race course materials that we needed on all the race committee boats. Everything was labeled, inventoried, sorted, binned, and delivered to us by race day. Keith was accessible through phone and radio, and played the most important part of the success of this regatta. SMSA is fortunate to have Keith as small boat coordinator and should think to the future for his role in Screwpile. My signal boat and mark boat crews

were excellent, and each is capable of being PRO themselves. This kept me on my toes the whole regatta, as sometimes my requested tasks were done before I radioed. I would like to thank all of them for excellent work and commend them for sticking it out through the wet and cold conditions on small, virtually uncovered boats. The Weather Mark Boat had one of the hardest tasks, as they moved the weather mark and the finish mark, and also finished every race - my hat is off to them for a stellar job.

My crews were:

Signal Boat: Kris Dennie-Young, Don Behrens, Alice Liston, Joy Dorethy, Tim Flaherty, Barbara Miller, and Steve Hendricks

Weather Mark Boat: Dave and Jackie Meiser, Rob Herbig

Wing Mark Boat: Joe Frost, Smitty Smith, Kaitlyn French, Tim Flaherty, Shawn Stanley

Pin Boat: Joe & Tracy Kubinec

Safety Boat: Glenn Scott, Carol Smith

Protest Committee Chair: Barbara Herbig

With the completion of this regatta, the 2005 Small Boat season came to a close. It was a very successful year in all regards. Thursday night participation remained steady while entries to our weekend regattas increased significantly over last year. We are already looking forward to 2006. I hope that we will see you out there with us.

Keith Jacobs
SMSA Small Boat Program Coordinator
hokiesailor@verizon.net

For the Love of Sailing

by Joanne Forbes, *Ulysses*

If heaven exists on earth, it must truly be on a sailboat. Only a few weeks' crewing experience under my belt, there I was, a complete neophyte, wet behind the ears, pulling jib sheets, drinking in this sailing world like it was essential to breathing,

and having profound thoughts all at the same time. No matter if it was Wednesday night races or Sunday afternoon practices, I was in heaven -- captured, as it were -- hook, line, and sinker -- and it was a marvelous captivity.

Everything about sailing enthralled me, each outing left me grasping for more -- the new verbiage, the teamwork, the pre-race drama, the physical challenge, the big wind, the flats, the thrill of heeling, the calm while cruising. Before summer was reaching its zenith, and even when the July doldrums were taking the wind out of our sails, I was ready to quit my job, buy passage as a working crew member on a much larger vessel than our 28'6" Hunter, and spend the rest of my life chasing the sunset around the horizon. A whole new world was floating under my feet, awakening me to new sensations, new appreciation -- for nature and sailboats, for teamwork and friendships. Week after week, I lived to be captured once again, always longing for more when the sun was departing behind the Patuxent River Bridge and we were preparing to moor *Ulysses* for another night.

It seems incredible that I, being a very practical and organized financial analyst, living a settled and ordinary family life, should capitulate over sailing so easily, so quickly, so completely. Truth-be-told, before this summer, I had never seen Solomon's Island from the water, or wandered through local marinas, or noticed beam width and waterlines of vessels sailing underneath me while crossing the bridge above -- I had never appreciated any of this singular beauty in all my twenty-some years of residing in Southern Maryland! And yet, now I find that I cannot drink in enough of these sights and I am seeking opportunities to explore this activity further by planning early-spring *J World* lessons and teasing myself with the idea of yacht ownership at the Annapolis Sailboat Show.

What is it about sailing? What is it that stirs my heart when our crew is preparing *Ulysses* for a race, planning our starting strategy, discussing the spinnaker challenges, and taking stock of other competitors? What is it that gives me peace when the race is over, fills me with infectious joy, yet makes me grieve now that our season is fast coming to a close, causing me to feel a huge sense of loss? *What is it about sailing??*

In a word, it can only be ... *Teamwork*. Teamwork like none other I have ever seen. Teamwork that collectively embodies love for sailing, dedication to crew, and a genuine desire to learn, to improve, to grow. Teamwork that celebrates every small achievement as a remarkable victory. Teamwork that accepts each member ... accepted me ... newbie that I was, and taught me basic sail principles with relaxed patience. Teamwork that is our crew of six people from different walks of life, working alongside one another, hand in hand, through seemingly numerous challenges -- big wind and no wind, spinnaker disasters and spinnaker triumphs, course changes and false starts, accidental gybes and precision tacks -- and, after all is said and done, coming out on the other side laughing, eating cookies, and talking about our dreams. Dreams about sailboats, dreams about retirement, dreams about escaping with the sunset, and dreams about becoming close friends.

Summer may be over, but my passion for sailing grows. Yes, I am still working as a financial analyst, but now I am part of a dedicated sailing team on *Ulysses*. During the off-season we will be studying the sailing books, collecting photographs, and planning *J World* lessons specifically tailored for our crew. Next season, we will still make a run for that number one pennant on Wednesday nights. We will still find excitement planning our strategy and debating sail trim while joining the throng at the race committee boat. And we will still realize the true beauty in sailing is not contained in the fiberglass hull or the elaborate rigging, but rather, is captured in the hearts of those who make it happen. We may not be chasing that sunset around the world just yet, but we will still have a taste of heaven on earth. And it will be very sweet.

Race Committee Training Needed

It may be late in this year's racing season, but it's early enough to start planning for next year's Race Committee Training. This sailing year exposed some pretty bad officiating on some race days. Perhaps some clarification of the special instructions is needed too. Early this spring there was an error by the RC crew, which ultimately resulted in half the fleet being disqualified. Unfortunately, it could have happened again! Case

in point is this falls Hooper Point No Point race. Once again the establishment of the finish line provides the controversy. And once again, the solution would have been for the RC to just take a moment and properly reset the finish. In all cases the RC should take more time to envision the course (start and finish) from the competitors viewpoint.

On the last leg of the Hooper Point No Point race (PR1 to finish) the RC remained positioned just the way they started the race. The RC boat was positioned approximately 100 yards off of SMSA mark "B" with the usual orange starting buoy approximately 100 yards further north. Question of the day was which way to finish? Between RC and "B" or RC and orange starting buoy? As a finishing racer, picture that for a moment and then continue reading.

The Race circular and special sailing instructions for the Hooper race (and other middle distance races) define the proper finish as "On the channel side of Solomons area mark "B", between it and the yellow flag on the committee boat. If the RC is on station, boats should finish in accordance with SMSA general sailing instructions Section 15." Section 15 (finish line) states "the finish line will be between a yellow flag on the RC boat and a designated adjacent mark, or as designated in the special sailing instructions".

I see two parts to this question. First the above special sailing instructions are conflicting and circular. They both assume an RC is on station, but each instruction then refers to potentially different finish lines. The second part of the question is "what is the designated adjacent mark". The special sailing instructions (finish line) cite leaving mark "B" to port in two different places (with and without an RC on station). Is it the "designated adjacent mark"? The starting instructions do not specify "B" as the starting mark, but refer to "the race buoy in the vicinity of Solomons area mark "B". At a minimum, that makes the orange buoy the "designated" starting mark. Since the RC deliberately left the orange buoy in place, might it not also be considered the "designated adjacent mark" for the finish? In 13 years of SMSA racing it

is my observation that bay races, with an RC on station, are finished between the RC and whatever "designated mark" was used as the starting mark. Also, since both marks and the resulting finish lines are feasible, then finishing on either side could constitute a proper finish! Mark "B" would have been left to port in either case. Thusly, the dilemma is unanswerable.

This is not just a mental exercise. In order to finish properly, the boat I was on crossed one line then reversed course and finished on the other line immediately close to the RC boat while calling for marking both finish times. Perplexing and unsafe as that may have been in 25 knots of wind, a second boat also finishing at the same time, chose just the opposite way to finish, thus both boats were maneuvering in very close quarters around the RC boat in order to properly finish in as little time as possible. A third finishing boat was waved off by the RC in order to finish on the "correct" side. Did that constitute "unfair" advantage given to a particular competitor?

How could all this be avoided? What would seem obvious is that the RC should have picked up the orange buoy if they intended to finish using mark "B". They had five hours to do so during the Hooper race. This would not have produced the conflicting "designated marks" and finish line dilemma. Secondly, SMSA must revise the finishing instructions for middle distance races by removing the second sentence from the special sailing instructions for each such race. Thusly, the circular reference to designated marks would be eliminated and mark "B" could be the only designated finishing mark.

Everyone in the SMSA racing program is expected to do RC duty during the year. Not everyone can be perfect. Even an experienced crew bungled the finishes in the April situation. A large attendance at the 2006 RC training day in the spring would be a huge step forward. All RC crews should visualize the race course from the competitor's viewpoint before setting any lines and hoisting any signals.

Respectfully, Max Munger

CRUISING

Cruise Governor's Report

The SMSA cruise schedule closes with the following cruises on November 5 – 6:

- Frostbite Cruise in the lower Potomac River
Cruise leader (Hoile)
- Frostbite Cruise on the Patuxent River
Cruise leader (Rupp)

The double cruises for the last cruise of the season are for both the Potomac River area and the Solomons area sailors, as the Bay can be very choppy, wet and cold in November. The locations in the Yearbook provide for a destination on either the Patuxent River or the Potomac River. Wear your snuggies and come out and join us as we hope to have a long list of boats in these final cruise articles. Weather permitting, Jan and I look forward to leading the Frost Bite Cruise later in the day

On the subject of cruise points earned this season, I have filled out, to the best of my knowledge, the Cruise Point Matrix as of October 15, 2005. I ask that all cruise leaders and cruisers check for the listing of their boats' participation in the many cruises and assure that the dates and cruise points are correct.

My review of our cruising activities for the year 2005 brought to light some interesting statistics. There were 33 boats that took part in one or more cruises. Of these boats, five already qualify for the large SMSA burgee indicating that this boat has 35 or more cruise points to their credit. These boats are: *Blue Heron*, *Calypso*, *Kelly Ann*, *Mongoose Magic*, and *Swan*.

I also ask that the long distance cruisers contact me in the next few weeks so that I can prepare the 1000 Mile Cruising Awards. Six boats are on my list including *Easytime*, *Catmorgan*, *Kelly Ann*, *Calypso*, *Safina*, and *Millers Runaway(?)*.

As I conclude my tenure as the 2005 Cruise Governor, I wish to thank all the cruise leaders and cruisers that have participated in the 2005 cruising program and made it the success that it has been. I am handing the tiller over to Gresh Sackett to begin another lively cruising season in 2006. Ideas, plans and suggestions need to be forwarded to Gresh in time for the Annual Planning meeting to be held on November 5. Please attend and support him as you have supported me for the last year.

Walt Rupp, Cruise Governor 2005
jrupp@chesapeake.net , (hp) 301.863.0175

Frostbite Cruise November 5 – 6 2005 For Solomons Area Cruisers

Brigadoon will be leading the Fall Frostbite Cruise to Mill Cove on Cuckold Creek this year. The approximate latitude is 38 degrees, 20.2 minutes North and longitude 76 degrees, 30.3 minutes West. The cove is to port from the last lighted marker, marker number 4, as you enter Cuckold Creek. We can only promise fall weather whatever that means. We will be listening on VHF Channel 9 and 16 for your call at 1400. If possible, please call or email us with your intentions prior to the cruise date. Our plan is to get underway soon after we hear from you.

Please join us for the last cruise of the season to collect those extra cruise points or think of us up the creek.

Walt and Jan Rupp, Cruise leaders
(hp) 301.863.0175, (cell) 240.298.1826,
jrupp@chesapeake.net

Women's Cruise Considered Ideal October 1-2, 2005 --- Island Creek, Patuxent River

Brigadoon (Rupp), *Reflection* (Kimmel) and *Spray* (Foley) had an ideal Women's Cruise to Island Creek. There was not much wind, but we managed to sail all the way.

Aboard *Brigadoon* was Janet Rupp, Rita Gerred and Becky Strandberg. Aboard *Reflection* was Pat

Kimmel and Charlotte Mahood. Aboard *Spray* was Marilyn Foley, Ann Funston (from Lancaster, PA) and Sharon Trodden (also from Lancaster, PA).

Sea stories, good food, an ample supply of wine and most of all camaraderie was enjoyed by all. We stayed rafted for the night. The weather, unlike last year, was warm, the night windless, and so the next morning we could visit until it was time to break the raft and head down the river to our respective marinas.

For those of you who have gone on the Women's Cruise in the past, we missed you this time, but perhaps you will be able to join us next year. One year is unlike another year, but when the Women's Cruise occurs early in October, like the first weekend, we are more assured of less challenging weather conditions, so my vote is to have the Women's Cruise the first weekend in October, no matter what else is on the schedule.

Thanks to all of you who joined the Women's Cruise this year and made it a very joyful experience.

Janet Rupp, Cruise Leader

Mid-September Cruise Only For The Brave

The impromptu cruise to the Little Choptank over the weekend of September 17-18 turned out to be more adventurous than predicted. *Calypso* (Gerred), *Kalypso* (Bergsman), *Kalypso* (Siesseger), *Koel* (Sackett) and *Reflections* (Freeman) motored out on Saturday morning in defiance of forecasts for August-like weather.

What a surprise to find 15 knot winds from the west all day, making for a surfing, hull-speed-plus reach up to the Little Choptank. The intrepid crews relaxed at anchor in Hudson Creek Saturday evening as over-the-top hors d'oeuvres defeated all plans for dinner. Inspired by the great weather, the three K(C)alypsos continued northward on Sunday to LaTrappe creek off the Choptank where they anchored just outside Sawmill Cove.

Sunday winds clocked around from N to almost E before petering out, permitting the great tacticians among the cruisers to take advantage of a near-ninety degree lift while sailing up towards the #10 buoy marking the Choptank entrance. After consuming several bottles of choice Calvados, the crews retired and most of us slept through the early morning passage of *Koel* which had also gone up LaTrappe to visit with other friends.

Cooler weather prevailed for motoring back home on Monday. Frank Gerred won the wine bottle conundrum prize (donated by Fred Siesseger) and can be expected to confound some other poor cruiser when he passes it on, as per the deed of gift.

Great Participation Reported at One-week Wye River Cruise

Saturday - Despite clouds, sprinkles and reports of a waterspout sighting to the south and east of Solomons, six intrepid SMSA cruisers set out early on August 27th, for points north and the promise of better weather up the Bay. *Calypso* with Frank and Rita Gerred, *Cat Morgan* with Jack and Nikki Goodman, *Koel* with Gresh Sackett singlehanding, *Mongoose Magic* with Dale and Antha Koonce, *Swan* with Ken and Ellie Mowbray, and *Blue Heron* with cruise leaders David and Sally Arbuthnot enjoyed sailing and motorsailing under light winds to **Dun Cove**, where *Mongoose Magic* anchored the Happy Hour raft and hosted the first get-together. *Swan* detoured for the evening to join up with the Power Squadron cruise and John and Lynn Walker on *Gusto* in Hudson Creek

Sunday – An overcast morning, but nary a drop of rain as the cruising fleet made its way to beautiful and secluded **Dividing Creek** on the East Wye River. This is a hurricane hole if we've ever seen one! Lots of jumping fish, blue herons, and a waterman who came around with an enormous spotlight to set out trot lines at 4:30 a.m! *Swan* rejoined us this afternoon, while *Cat Morgan* detoured for a visit to that "other cruise." *Calypso* graciously hosted Happy Hour.

Monday – The morning was spent relaxing and exploring the beautiful upper East Wye with its huge homes and estates. More beautiful scenery to enjoy as we leisurely found our way over to the west branch of the Wye and **Quarter Creek**, our home for the evening. *Calypso* again hosted our pre-dinner get together (. . . as if anyone had room for dinner after so many delicious hors d'oeuvres!).

Tuesday and Wednesday: Fog this morning as we saluted *Gresh* on his early departure for Solomons to collect the First Mate. *Blue Heron*, *Calypso*, *Mongoose Magic* and *Swan* left shortly afterward under clearing skies for an early arrival at the Chesapeake Maritime Museum in **St. Michael's**, where *Cat Morgan* rejoined us. A rendezvous at the picnic table under the lighthouse, followed by dinner at the Crab Claw and a whole layday tomorrow ahead of us . . . bliss. . . except for the news now trickling in about Hurricane Katrina, who we *thought* had missed New Orleans yesterday. Everyone scrambled for newspapers and a coffee shop with a TV. We were shocked, even as we went about touring the fabulous museum and cute town. With hot weather we were grateful for the air conditioned spaces in the museum. That evening we gathered again for happy hour under the lighthouse and then dinner for most of us at the delicious Town Dock restaurant.

Thursday – Sunny weather has returned in full on this September 1st. We lingered at St. Michaels until the 2 p.m. checkout time, then headed to nearby **Hunting Creek**, open and breezy, a perfect anchorage on this warm evening. *Cat Morgan* hosted Happy Hour.

Friday – An early start on this sparkling clear day for a leisurely sail/motorsail out Eastern Bay and across the Chesapeake. *Cat Morgan* headed for Annapolis, the rest of the cruisers to **Whitehall Bay**, where we were joined by *Easy Time* with Ron and Suzie Williams, *Ruste Nayle* with Rod and Pat Schroeder, and *Koel* - back again with first mate Rene Sackett aboard. *Swan* and *Mongoose Magic* co-hosted 14 cruisers at a delicious Happy Hour.

Saturday – Off and running early to **Annapolis**, where *Lickety Split* with Donna Maneely and Les

Griffith, *Walkabout* with David and Lois Zonderman, and *Cat Morgan* are already waiting. The fleet was split between slips, moorings, and anchoring off the Naval Academy, but everyone was accommodated. *Easy Time* detoured to Back Creek for the Gemini rendezvous. Fourteen SMSAers showed up for dinner at Armadillo's, and 16 of us attend the Summer Garden Theater for a great production of *A Chorus Line*.

Sunday and Monday – Homeward bound, *Lickety Split* and *Cat Morgan* set sail under sunny skies for Solomons, while the rest of the fleet stole a final night out – at **Hudson Creek**, where *Walkabout* hosted a wonderful farewell Happy Hour for 16 cruisers. Thank you, Lois and David. Labor Day was another glorious day on the Bay for the trip home.

Sally & David Arbuthnot
Cruise Leaders

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FOR SALE – A REAL BARGAIN! Genoa and Main for Sabre 38. (P=43.50; E=15.06; I=49.75; J=14.50) Both North Sails, new 1999, less than 500 hours, excellent condition. Spendthrift owner upgrading to North 3DL.

- Main: fully battened, Dutchman, two reefs, Cunningham. Mainsail cover included (good condition; white; fits Dutchman lines).
- Genoa: 135 roller furling, North rope luff reefing pad, two reefing stripes, white UV cover luff and foot, leach control.

Main (including cover) \$2,000; Genoa \$1,500; both for \$3,000. Can be seen in St Leonard MD. Available in September. joel@bergsman.org; 410.495.8211. (8/05)

FOR SALE: 35.5 Bristol (Deshandera) Mint condition - new standing and running rigging, all hoses below deck replaced, new interior cushions, autohelm 4000, usual electronics, new furler and 140, auxillary sails include tri-radial spinnaker, 155 mylar and 100 storm sail, dodger and mast/stern awning. Great Bay and Blue water boat. Has received lots of TLC. Call Charlotte Mahood 703-620-2752 11/05

EDITOR'S NOTE

The deadline for submitting articles for the December 2005 issue of *The Clew* will be:

November 15th

E-mail: pedersenjudy@hotmail.com
Snail Mail: Judy Pedersen
PO Box 363
Solomons, Maryland 20688

If you submit an article for *The Clew*, you should receive an email acknowledging receipt. If you do not receive an acknowledgement, please contact *The Clew* editor.

SMSA Racing Results

SMSA WOMEN'S FALL SERIES RESULTS

2005

CLASS:PHRF A,B,C,D

<u>STDG</u>	<u>SAIL #</u>	<u>YACHT</u>	<u>WF #1</u>	<u>WF #2</u>	<u>WF #3</u>	<u>WF #4</u>	<u>Score</u>
1	39519	AMERICAN FLYER	1	1	1	2	3
2	93266	FOXTROT CORPEN	2	2	2	1	5
3	161	PUFF	3	3	4	3	9
4	73248	ARCHIMEDES PRINCIPLE	4	4	3	4	11

CLASS:PHRF N

<u>STDG</u>	<u>SAIL #</u>	<u>YACHT</u>	<u>WF #1</u>	<u>WF #2</u>	<u>WF #3</u>	<u>WF #4</u>	<u>Score</u>
1	2511	IRETSU	3	3	1	1	5
2	43067	LICKETY SPLIT	1	1	3	3	5
3	53477	KRUGERRAND	2	2	2	2	6

CLASS:PHRF A,B,C,D

Length(nmi.):4.86

SMSA Women's Fall Series #1

DATE: 27-Aug-05

Start time: 10:15:00

<u>STDG.</u>	<u>SAIL #</u>	<u>YACHT</u>	<u>RTG.</u>	<u>FINISH</u>	<u>ELAPSED</u>	<u>ALLOW.</u>	<u>CORR'TD</u>
1	39519	AMERICAN FLYER	45	11:28:41	1:13:41	0:03:39	1:10:02
2	93266	FOXTROT CORPEN	73	11:31:13	1:16:13	0:05:55	1:10:18
3	161	PUFF	180	11:45:31	1:30:31	0:14:35	1:15:56
4	73248	ARCHIMEDES PRINCIPLE	163	11:49:43	1:34:43	0:13:12	1:21:31

CLASS: PHRF N

Length(nmi.):4.86

SMSA Women's Fall Series #1

DATE: 27-Aug-05

Start time: 10:10:00

<u>STDG.</u>	<u>SAIL #</u>	<u>YACHT</u>	<u>RTG.</u>	<u>FINISH</u>	<u>ELAPSED</u>	<u>ALLOW.</u>	<u>CORR'TD</u>
1	43067	LICKETY SPLIT	163	11:43:11	1:33:11	0:13:12	1:19:59
2	53477	KRUGERRAND	132	11:41:15	1:31:15	0:10:42	1:20:33
3	2511	IRETSU	91	11:38:44	1:28:44	0:07:22	1:21:22

CLASS:PHRF A,B,C,D

Length(nmi.):6.04

SMSA Women's Fall Series #2

DATE: 27-Aug-05

Start time: 12:35:00

<u>STDG.</u>	<u>SAIL #</u>	<u>YACHT</u>	<u>RTG.</u>	<u>FINISH</u>	<u>ELAPSED</u>	<u>ALLOW.</u>	<u>CORR'TD</u>
1	39519	AMERICAN FLYER	45	13:52:05	1:17:05	0:04:32	1:12:33
2	93266	FOXTROT CORPEN	73	13:55:49	1:20:49	0:07:21	1:13:28
3	161	PUFF	180	14:08:05	1:33:05	0:18:07	1:14:58
4	73248	ARCHIMEDES PRINCIPLE	163	14:07:00	1:32:00	0:16:25	1:15:35

CLASS:PHRF N

Length(nmi.):5.04

SMSA Women's Fall Series #2

DATE: 27-Aug-05

Start time: 12:10:00

<u>STDG.</u>	<u>SAIL #</u>	<u>YACHT</u>	<u>RTG.</u>	<u>FINISH</u>	<u>ELAPSED</u>	<u>ALLOW.</u>	<u>CORR'TD</u>
1	43067	LICKETY SPLIT	163	13:50:43	1:40:43	0:13:42	1:27:01
2	2511	IRETSU	91	13:47:05	1:37:05	0:07:39	1:29:26
3	53477	KRUGERRAND	132	13:54:35	1:44:35	0:11:05	1:33:30

CLASS: PHRF A,B,C,D

Length(nmi.):4.78

SMSA Women's Fall Series #3

DATE: 28-Aug-05

Start time: 10:15:00

EVENT:Fall Series #1

DATE: 2-Oct-05

CLASS:PHRF A, B, C, D

Start time: 10:40:00

Length(nmi.):4.62

STDG. SAIL # YACHT OWNER
Race Abandoned due to time limit

RTG. FINISH ELAPSED ALLOW. CORR'TD

CLASS:PHRF N

Start time: 10:45:00

Length(nmi.):4.62

STDG. SAIL # YACHT OWNER
Race Abandoned due to time limit

RTG. FINISH ELAPSED ALLOW. CORR'TD

EVENT:Fall Series #2

DATE: 2-Oct-05

CLASS:PHRF A, B, C, D

Start time: 14:15:00

Length(nmi.):2

<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	93266	FOXTROT CORPEN	KEEN	78	14:51:19	0:36:19	0:02:36	0:33:43
2	63243	THE RIDDLER	McKINNEY/MEISER	108	14:53:08	0:38:08	0:03:36	0:34:32
3	USA 173	SPLASH	ATTICK	111	14:53:37	0:38:37	0:03:42	0:34:55
4	63045	RHUMB PUNCH	EDWARDS	111	14:54:05	0:39:05	0:03:42	0:35:23
5	87012	ROCK LOBSTER	KRIZ	111	14:54:24	0:39:24	0:03:42	0:35:42
6	83096	SYNERGY	LAROCHE	168	14:56:27	0:41:27	0:05:36	0:35:51
7	50921	LITTLE LATITUDES	MOORE	84	14:53:54	0:38:54	0:02:48	0:36:06
8	39519	AMERICAN FLYER	SCHNEIDER	45	14:52:45	0:37:45	0:01:30	0:36:15
9	23798	PURSUIT	DAWLEY	48	14:53:06	0:38:06	0:01:36	0:36:30
10	161	SPINNSTER	MILLER/DODGE	180	15:08:40	0:53:40	0:06:00	0:47:40
11	63269	PRIORITY ONE	SPICUZZA	108			0:03:36	DNS

CLASS:PHRF N

Start time: 14:20:00

Length(nmi.):2

<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	15:06:44	0:46:44	0:05:36	0:41:08
2	2276	SHERMAX	MUNGER	177	15:08:00	0:48:00	0:05:54	0:42:06
3	13395	GOLDFISH	LAWRENCE	120			0:04:00	DNS

EVENT:Hooper Island/Pt No Pt Race

DATE: 15-Oct-05

CBYRA sanction #: 365

<u>SAIL #</u>	<u>YACHT</u>	<u>OWNER</u>	<u>CBYRA #</u>	<u>HP REG.</u>	<u>RTG.</u>	<u>FINISH TIME</u>	<u>ELPSD TIME</u>	<u>HDCP ALLOW</u>	<u>CORR TIME</u>	<u>STDG</u>	<u>HP SCOR</u>
CLASS:PHRF A			CLASS CODE:006	LENGTH (Nmi.):29.4		START:10:15:00			BONUS PTS:5		
US 43990	SIRENA	WILSON	112664	3SE	45	14:15:00	4:00:00	0:22:03	3:37:57	1	16
63243	THE RIDDLER	MEISER/MCKINNEY	050175	3SE	108	14:51:07	4:36:07	0:52:55	3:43:12	2	15
23798	PURSUIT	DAWLEY	110087	3SE	48	14:23:03	4:08:03	0:23:31	3:44:32	3	14
39519	AMERICAN FLYER	SCHNEIDER	110609	3SE	45	14:37:30	4:22:30	0:22:03	4:00:27	4	13
50921	LITTLE LATITUDES	MOORE		3SE	84	15:06:34	4:51:34	0:41:10	4:10:24	5	12
87012	ROCK LOBSTER	KRIZ	112324	3SE	111	15:27:34	5:12:34	0:54:23	4:18:11	6	11
50134	SMOKIN	JEFFRIES	102436	3SE	48	15:08:00	4:53:00	0:23:31	4:29:29	7	10
63269	PRIORITY ONE	SPICUZZA	102022	3SE	108			0:52:55		DNF	1
USA 18	DRAGONFLY	BAKER		3SE	84			0:41:10		DNF	1
93266	FROXTROT CORPEN	KEEN	110496	3SE	78			0:38:13		DNF	1

CLASS:PHRF B

CLASS CODE:007

LENGTH (Nmi.):29.4

START:10:15:00

BONUS PTS:5

No Starters this class.

CLASS:PHRF C/D

CLASS CODE:008

LENGTH (Nmi.):29.4

START:10:15:00

BONUS PTS:5

No Starters this class.

CLASS:PHRF N

CLASS CODE:009

LENGTH (Nmi.):29.4

START:10:10:00

BONUS PTS:5

2511	IRETSU	WANNER	104458	3SE	96	14:55:16	4:45:16	0:47:02	3:58:14	1	11
142	TOBY	EGGERT		3SE	141	15:34:17	5:24:17	1:09:05	4:15:12	2	10
43067	LICKETY SPLIT	MANEELY		3SE	168	15:49:15	5:39:15	1:22:19	4:16:56	3	9
53477	KRUGERRAND	SOUTHWORTH	112200	3SE	132	15:36:24	5:26:24	1:04:41	4:21:43	4	8
40107	EN GARDE	EVANS		3SE	138	16:10:38	6:00:38	1:07:37	4:53:01	5	7

SMSA Cruising Results and Matrix

Easytime				19					7							26
Foxtrot Corpen								3								3
Indus																0
Kalypso (B)				3						5						8
Kalypso (S)			15							5						20
kelly Ann					3											3
Koel			17	15					15		5					52
Lickety Split										5						5
Little Latitudes								3								3
Little Toot				17												17
Logical Choice																0
Lynn-Dee																0
Mongoose Magic			7	17					23							47
Morning Star																3
Minstrel																0
Nimue			6	21												27
Njord								3								3
Reflections			9							3	3					15
Pradel				5	3											8
Rigel								3								3
Runaway																0
Rusty Nail										7						7
Safina								3								3
Scott Free								1								1
Sequoia								3								3
Shermax																0
Spray											3					3
Stargazer II																0
Sur Max																0
Swan			17	10					19							46
Synergy																0
Toby								3								3
Walkabout										7						7
Wild Goose					3											3

Cruise date	2	30	21	4	15	5	20	27	2	17	1	8	29	5	
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CRUISING RESULTS AND MATRIX

Cruise Month	Apr	Apr	Ma y	Jun e	Jul y	Au g	Au g	Au g	Sep t	Sept .	Oc t	Oc t	Oc t	No v	Tota l
Cruise date	2	30	21	4	15	5	20	27	2	17	1	8	29	5	
Boat															
	CN X	CN X													
<i>Blue Heron</i>			17	9				19							45
<i>Brigadoon</i>						3	1				3				7
<i>Calypso</i>			1	12			3	19		5					40
<i>Cat Morgan</i>							3	15							18
<i>Decoy</i>							3								3
<i>Dog House</i>						3									3
<i>Ella M</i>						1									1
<i>Easytime</i>				19					7						26
<i>Foxtrot Corpen</i>							3								3
<i>Indus</i>															0
<i>Kalypso (B)</i>			5	3						5					13
<i>Kalypso (S)</i>										5					5
<i>kelly Ann</i>			17	15	3			15							50
<i>Koel</i>										5					5
<i>Lickety Split</i>									5						5
<i>Little Latitudes</i>							3								3
<i>Little Toot</i>				17											17
<i>Logical Choice</i>															0
<i>Lynn-Dee</i>															0
<i>Mongoose Magic</i>			7	17				23							47
<i>Morning Star</i>															3
<i>Minstrel</i>															0
<i>Nimue</i>			6	21											27
<i>Njord</i>							3								3
<i>Reflections</i>			9							3	3				15
<i>Pradel</i>				5	3										8
<i>Rigel</i>							3								3
<i>Runaway</i>															0
<i>Rusty Nail</i>									7						7
<i>Safina</i>							3								3
<i>Scott Free</i>							1								1
<i>Sequoia</i>							3								3
<i>Shermax</i>															0
<i>Spray</i>											3				3
<i>Stargazer II</i>															0
<i>Sur Max</i>															0
<i>Swan</i>			13	10				19							42
<i>Synergy</i>															0
<i>Toby</i>							3								3
<i>Walkabout</i>									7						7
<i>Wild Goose</i>					3										3
Cruise date	2	30	21	4	15	5	20	27	2	17	1	8	29	5	

SMSA November 2005 Calendar

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
30 Daylight Savings Time Ends <ul style="list-style-type: none"> • Halloween Cruises 	31 Halloween Sunset: 5:03 PM	1 ±	2 ±	3 ± <ul style="list-style-type: none"> • BOG Mtg @CH 1930 	4 ±	5 ± <ul style="list-style-type: none"> • Annual Planning Mtg & Brunch • Weekend Frostbite Cruises • 2006 BOG Takes Office
6 ± <ul style="list-style-type: none"> • Weekend Frostbite Cruises • Fall Frostbite Race 	7 ± Sunset: 4:56 PM	8 ±	9 ± <ul style="list-style-type: none"> • SMSA Social Dinner 	10 ±	11 ± Veterans Day	12 ± <ul style="list-style-type: none"> • Store Opti's & FJ's • LCYC Commodore's Ball
13 ± <ul style="list-style-type: none"> • Fall Frostbite Race 	14 ± Sunset: 4:50 PM	15 ± <ul style="list-style-type: none"> • 'Clew' inputs due 	16 ±	17 ±	18 ±	19 ± <ul style="list-style-type: none"> • Store Opti's & FJ's • HS Sailing awards dinner
20 ± <ul style="list-style-type: none"> • Fall Frostbite Race 	21 ± Sunset: 4:45 PM	22 ±	23 ±	24 ± Thanksgiving	25 ±	26 ±
27 ± <ul style="list-style-type: none"> • Fall Frostbite Race 	28 ± Sunset: 4:42 PM	29 ±	30 ±	1 <ul style="list-style-type: none"> • BOG Mtg @CH 1930 	2	3 <ul style="list-style-type: none"> • LCYC Toy Drive Collection • LCYC Annual Holiday Party

SMSA December 2005 Calendar

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
27 • Fall Frostbite Race	28 Sunset: 4:42 PM	29	30	1 ± • BOG Mtg @CH 1930	2 ±	3 ± • LCYC Toy Drive Collection • LCYC Annual Holiday Party
4 ± • Christmas Wreath Party	5 ± Sunset: 4:41 PM	6 ±	7 ±	8 ±	9 ±	10 ± • Christmas Gathering
11 ±	12 ± Sunset: 4:41 PM	13 ±	14 ±	15 ± • 'Clew' inputs due	16 ±	17 ±
18 ±	19 ± Sunset: 4:44 PM	20 ±	21 ±	22 ±	23 ±	24 ±
25 ± Christmas	26 ± Sunset: 4:47 PM	27 ±	28 ±	29 ±	30 ±	31 ± New Year's Eve