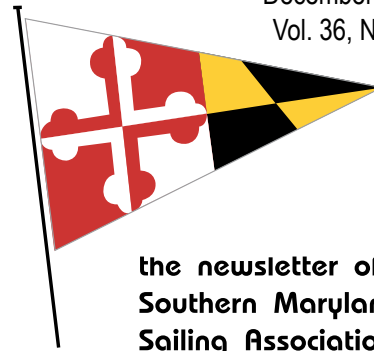


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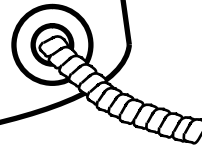
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December 2006,
Vol. 36, No. 12



the newsletter of
**Southern Maryland
Sailing Association, Inc.**
P.O. Box 262, Solomons, MD 20688
www.smsa.com

the clew



COMMODORE



As I sit back and reflect on the last several years (this season concludes my eighth year on the BOG), I am amazed at how much the club and its programs have matured and grown. The diversity and value that SMSA offers its members is unparalleled. The junior summer camps, high school sailing, training seminars,

social events, and our cruising, big boat and small boat racing programs are thriving and offer members a multitude of recreation and enjoyment opportunities. Where else can you get all of that in one club!?

When Walt and I teamed up in 2002, we had some significant goals for SMSA. Those included solving the tax problem facing the club at the time, updating our by-laws to help the BOG be quicker on their feet (now the newly formed BOD and Program Chairs), while also working on long-term goals to replace the great (and inexpensive) SMSA facility at Calvert Marina. As with many organizations, change can be painful and often takes time. Walt was certain that two years as Commodore was not enough time to accomplish these goals and asked me to help see his vision through. I, in turn, asked the same of Don when I became Commodore in 2004.

As I finish up my tenure in 2006, the tax issue has been resolved; the by-laws overhaul was the most significant in the club's history, but still requires some tweaking; the new clubhouse, although not a permanent solution at this time, is working to bring SMSA and its programs into a more cohesive unit; and SMSA still provides diverse and exciting programs to its members. These accomplishments were not executed solely by the helmsman. Instead, as with any sailing endeavor, a winning team is comprised of crew members – each giving their time, energy and dedication to achieve the goals set forth. To my crew, thank you for helping to steer the direction of SMSA, trimming the sails whenever necessary, or even forging ahead with the iron genny when needed. It has been fun and very rewarding working with all of you.

I have full confidence in Don, the new BOD and the Program Chairs as they continue to pursue the vision set forth by the entire BOG over the last few years. With the continued volunteer effort of many amazing individuals working together, SMSA will not only survive, it will prosper and succeed in becoming the premier sailing organization in our region.

I'll see you on and off the water, and especially at the new clubhouse!

Shawn Stanley, Commodore

GENERAL NOTICES

YOUR 2006 BOARD OF GOVERNORS

Commodore
Shawn Stanley
sastanley@verizon.net

Race
Jim Keen
williwaw66@hotmail.com

Facilities
Dave Pedersen
facilitygov@smsa.com

Vice Commodore
Don Behrens
vicecommodore@smsa.com

Cruise
Wayne Wilson
vadare@gmail.com

Membership
Marc DeLavergne
membershipgov@smsa.com

Rear Commodore
Carl Feusahrens
rearcommodore@smsa.com

Junior
Tom Moulds
tmoulds@dtiweb.net

Publicity
Dave Meiser
publicitygov@smsa.com

Secretary
Shannon Walters
secretary@smsa.com

Women's
Barbara Miller
bmiller799@comcast.net

Treasurer
Joel Bergsman
joel@bergsman.org

Social
BJ Roberts
hey-bj@comcast.net

UPCOMING BOG MEETING AGENDA

SMSA BOG Meeting
1930, Thursday December 7, 2006
SMSA Clubhouse

Monthly Business

- New Memberships
- Officer & Governor reports
- Upcoming Events - brief synopsis by Governors having such events
 - SMSA Open House - Dec 8
 - Christmas Gathering - Dec 9
 - Awards Banquet - Jan 6

Old Business

- Policy book status – Don
- Clubhouse Issues Committee update – David
 - club house use policies
 - pier/slip usage
- BOG/BOD transition

New Business

Closing Remarks

Adjourn

BOG MEETING MINUTES

The minutes of BOG meetings can be found in the member forum at www.smsa.com.

SMSA LIBRARY

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

SUBMISSIONS TO THE CLEW

The deadline for submitting articles for the next issue of The Clew is:

December 15, 2006.

Email to: clew@smsa.com

If you submit an article for the Clew, you will receive an email acknowledging receipt. Articles and digital pictures are always appreciated!

Feedback or suggestions for articles or content can also be sent to the email address above.

To prevent your Clew email notice being marked as SPAM, add clew@smsa.com to your email address book.

SOCIAL



Was that a party or what!!!! Thanks to everyone who attended the annual Oyster Scald/Chili Party. There was so much food we could have fed the whole Island. Special thanks go to all the members who assisted with set-up, bartending and the best part...clean up. The General Meeting also had a great turnout. Congratulations to all the newly elected Officers and Directors.

Next on the agenda is the Annual Christmas Gathering on December 9th, beginning around 6:00. Please bring a dish to be share with all. Hors d'oeuvres, desserts or your special holiday recipe would be greatly appreciated. Also, how about a small decoration or ornament for the tree in the new clubhouse? It doesn't have to be a Christmas decoration; it could be a small memento from one of your favorite trips. Use your imagination!!! Wine, beer and other assorted beverages will be provided by SMSA. The Annual Light Parade of Boats will be right there in front of us, up close and personal!

WOMEN'S PROGRAM

The first winter West Marine seminar will probably be scheduled for January 19, but no topic has been selected yet. If you have a topic you would like to suggest, or a speaker to recommend, or if you would like to present a topic, please contact me by phone at (410) 326-6596 or by e-mail bmiller799@comcast.net and I'll get you on the schedule.

Any ideas you may have will be most welcome!

Barbara Miller, Women's Governor

MEMBERSHIP



Two membership applications were presented to the board of governors and both were accepted without objection. Mike Lorenzini of California, Maryland is interested in racing and was sponsored by Shawn Stanley. Michael and Cindi Eaton of Port Republic, Maryland are also interested in racing, and in the social and junior programs. Michael

and Cindi were sponsored by L.G. Raley and Herb Reese.

Marc DeLavernie, Membership

Annual Christmas Gathering

**Saturday, December 9
6:00 p.m. at the clubhouse!**

**Please bring hors d'oeuvres
or a dessert to share.**

Thanks to all for the support and enthusiasm at our recent events, and don't miss the Banquet announcement in this issue of the Clew. Happy Holidays! See you all soon.

BJ Roberts, Social

CLASSIFIED

DISCOUNT RUNNING RIGGING. Halyards, Sheets, other control lines, all with quality splicing - significant discount from retail stores. Cruisers: looking to replace some of that old ratty line? Low cost, high quality lines available. Racers: looking for spectra, vectran, dyneema? Stripped halyards or tapered light air sheets? Custom rigging available. Contact Chris at cmmiller0411@comcast.net or 410-495-8420.



1983 OLSON 30. Quantum sails: Main ('02), Light #1 ('03), Heavy #3 ('04), Spinnaker ('05). Also original main, plus Hairstick heavy #1, AP #1, and light #1. Garmin 182C Color Chart Plotting GPS, with large Chesapeake area Blue Chip. VHF with mast head antenna, control head in cockpit, and emergency location from GPS. Depth sounder new mid season '05. KVH instrumentation system as is, digital compass and count down timer work fine. Two new bulk head compasses. 4hp Evinrude O/B. \$10,000 or best offer by December 31st. 301-862-1083 (awh but before 9pm, please).



SOUTHERN MARYLAND SAILING ASSOCIATION
2006 SEASON AWARDS BANQUET

SATURDAY, JANUARY 6, 2007

CAMPUS CENTER GREAT ROOM
ST. MARY'S COLLEGE OF MARYLAND

COCKTAILS - 6:00 P.M.

DINNER - 7:00 P.M.

AWARDS PRESENTATION AND ENTERTAINMENT TO FOLLOW

\$50.00 PER PERSON

RSVP REQUIRED BY JANUARY 1, 2007

CALL 410-326-6525

OR

EMAIL: HEY-BJ@COMCAST.NET

MAKE YOUR CHECK PAYABLE TO SMSA AND MAIL TO:
BJ ROBERTS, 238 HARBOR DRIVE, LUSBY, MD 20657

KINDLY PROVIDE THE FULL NAMES OF THOSE ATTENDING WITH YOUR REPLY

CLUBHOUSE FAQ

Why are we currently renting a facility versus buying?

The Site Selection Committee and the BOG wanted a high-visibility location in Solomons. There were two reasons for this:

1. With high profile clubhouse combined with the quality programs that SMSA offers, and more efforts to recruit new members, we will be able to attract new members at a higher dues level, to the point where we can purchase a desirable property in the near future.
2. No other desirable alternative was found.

Our current rent is \$3600/month. In order to purchase a similar clubhouse in a desirable location was completely beyond our financial capability, the mortgage payment would be in the range of two to four times that amount our current rent, and a down payment would be required that would almost certainly be larger than what we could raise, depending on the terms of the loan and the purchase price.

Our goal is to leverage the high quality, high visibility clubhouse, combined with the quality programs that SMSA offers, so that we will be able to attract new members and build the membership to the point where SMSA is in the position to purchase a property.

Is any of the rent going towards a purchase?

No, none of the rent is going towards a purchase.

How is renting the new clubhouse affecting our finances? Is it depleting our savings?

Approximately \$20,000 of funds that were not budgeted in the original 2006 budget will have been spent in FY-06. This amount can be broken down into two categories:

1. Unbudgeted Rent - The lease of the new clubhouse has had an unplanned impact of \$10,800 to the FY-06 budget. This amount represents October, November and December rent.
2. Clubhouse Improvements – Approximately \$8000 has been spent improving the clubhouse. This amount is itemized as follows:
 - (a) \$3000 Interior renovation and cleaning
 - (b) \$ 500 Exterior modification
 - (c) \$1000 Electrical improvements (emergency lighting/exit signs)
 - (d) \$2600 Exterior Signs
 - (e) \$ 600 Picnic Tables

In 2007 and beyond, based on the current membership level, we should be able to maintain our savings account balances. That said, the BOG acknowledges that the membership may drop due to the increase in dues which may require additional use of savings. However, with the increase in visibility and services offered, it is anticipated that the membership levels will recover and ultimately exceed our current membership numbers, allowing us to again operate with positive cash flow.



Will slips be available for the membership?

Ultimately, SMSA intends to provide a limited number of slips to the membership. At this time, the configuration, price and the slip allocation method has not been decided.

What is the plan to further develop the clubhouse, allocate space and determine usage rules?

It is expected that the 2007 Commodore will appoint a chair to head a committee to develop a plan to address these issues. The committee will have representation from all of SMSA's major programs including racing, cruising, junior, social and small boat.

Does SMSA have a contract to purchase the new clubhouse?

No, our current lease is a one year lease with the option to renew. The lease provides us with the first right of refusal should the property become available for purchase.

The bulkhead seems to be failing. What will be done about it?

The landlord currently has a permit to replace the bulkhead. The landlord will be paying for this improvement and the work will be completed this winter.

Are there plans to provide transient accommodations and reciprocal use for other clubs at our new facility?

This will be addressed as part of the plan for the use of the clubhouse. It is anticipated that both of these uses will be accommodated, but the details have yet to be worked out.

What is being done to finding a site that we can purchase?

One of the four recommendations of the Site Selection Committee, which the BOG formally adopted, was to actively pursue the search for such a site. Of course our present new clubhouse may be one option. Now, with the work of readying the new clubhouse, the holiday season coming, and BOG members working on the transition process, no active steps are underway. It is expected that the 2007 BOD will address this issue early-on.

RACING



Our 9-month racing season is coming to a close. Frostbites are finishing up, and it will soon be time to put our boats in winter hibernation for the short off-season, take a breather, possibly enroll in some winter seminars or racing go-fast classes, or for the lucky few, to participate in Key West Race Week or other winter racing venues.

Our annual Awards Banquet is scheduled for Saturday, January 6. Please mark your calendars and celebrate another great racing season.

We will hold our 3rd annual Winter Racers' meeting on Wednesday, 7 February (1900 at our new clubhouse). This is your chance to discuss issues concerning next year's racing program. Please think about ways we could improve our program and submit agenda items to me via e-mail or by posts on the SMSA Forum. All ideas are welcome. Let's bring them up and air them out so we can make some decisions and get any necessary changes into the 2007 Race Circular.

Sam September, our club's CBYRA Representative and I (along with our Screwpile contingent... L.G. Raley, Clarke

McKinney, and Herb Reese) attended the CBYRA scheduling meeting on November 11th. The meeting serves to get the Bay clubs together to de-conflict race event schedules and to provide a forum for club representatives to solicit support for their events. Our CBYRA-sanctioned races are as follows:

Sharps Island... Sat, 21 April
Spring Invite... Sun, 22 April
Little Choptank... Sat, 9 June
Summer Invite... Sun, 24 June
Stars & Stripes... Sat, 7 July
Screwpile... Sun-Tues, 22-24 July
Smith Point... Sat, 8 September
Hooper/Pt-No-Pt... Sat, 13 October
Fall Invite... Sat, 20 October

The Fall Invite was moved up from a Sunday to Saturday. This was a result of several comments we had at the Chili Cook-off/Oyster Scald following this year's Fall Invite. The overwhelming sentiment was that racers wished the race and subsequent rendezvous could have been held on Saturday to allow for "recovery the next day instead of work". As I overheard one SMSA racer say at one of our rendezvous, "you have to race to get to the beer."

Jim Keen, Race Governor

CRUISING

GOVERNOR'S REPORT



November 10th and its over... for me at least. A gal walking past the dock at Washburns asked, "It's the saddest day of the year. Isn't it?" We were obviously in the que for the winter haul-out. *Virginia Dare* now sits silently beside Robin Henry's gorgeous *Valiant 42*, *Heart Beat* in the yard at Washburns - stay warm girls!

I've posted the season's cruise points log on the SMSA forum. You can have a look at the points winners and those fortunate 1000-nm commemorations. SMSA now has 11 members that have achieved the 1000-nm commemoration this season.

I will be sending out an e-mail invitation to that large list of boats that appear neither in the race or cruise programs (Independents?) to see if we can entice some to the ranks of the Cruise Program this winter.

I have been asked to see if we can schedule some off-season seminars on topics such as sail trim, rigging, electrical systems, etc. The Women's Program has an existing seminar program with West Marine. We may be able to double-up with that. If not, and you're interested, let me know your special topic of interest and I'll try and arrange the winter seminar.

A special thanks to cruisers Susan & Peter Holt who have generously volunteered their time for the newly commissioned SMSA Clubhouse Committee. The committee is chartered to sort out a number of facilities related topics of interest to all members, and maybe especially to Cruise Program members.

I've asked that a new area be set-up on the SMSA Members Forum within the Cruise section to be called "Cruiser's Log" - a space to hear from SMSA members sailing "beyond the horizon". Hopefully some cruise pointers will be posted by the long-gone for those of us longing to go.

Is it too early to mention the 2007 season Cruise Planning Meeting? Not if you're the likely MC and fearful of standing like a fool all alone in a room full of platters of bagels and buckets of coffee! Think about the cruise you want to lead or the way you'd like to see the itinerary structured, or even just bagels and coffee - but mostly think about joining...please?

Finally: I've just bought a brand new Canadian flag and "Q" flag to focus my morose winter demeanor. Come spring, *Virginia Dare* points her fine Swedish snout north and just keeps right on going. Zero cruise points for me, but a shoe-in for one of those 1000-nm commemoratives next year!

You stay warm too!

Wayne Wilson, Interim Cruise Governor

CRUISING DESTINATION - ST. JEROME CREEK



Wavedancer (Mark and Carrie Brownhill) has often experienced uncomfortable confused seas in strong winds and unfavorable tides around the mouth of the Potomac River. Usually, we have no choice but to battle our way up the Potomac to the Coan River or Smith Creek, making just a few knots over ground.

St. Jerome Creek is the only safe harbor between the Patuxent and Potomac rivers, but the channel into the creek had been silted up to a depth of 3 feet at low tide.

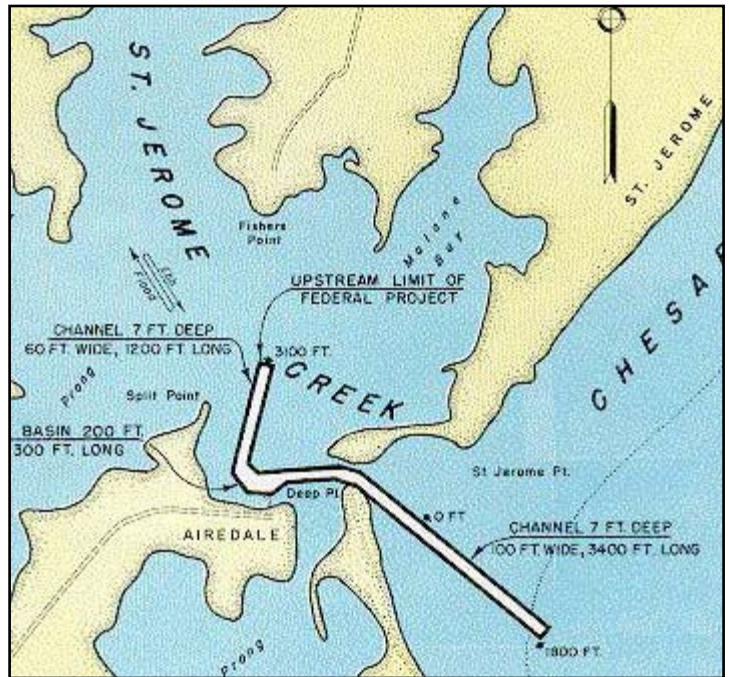
When strong winds were forecast for Sunday November 12, we decided to abandon an extended weekend to Deal Island and to check out St. Jerome Creek, which had been reportedly dredged recently. Since St. Jerome Creek is less than 20 nautical miles from Solomons, we were at the Point No Point Lighthouse by noon, even in a light following wind.

The first marker for the creek is just over 2nm from the lighthouse on a heading of 260° magnetic. The navigational aids into the creek have been modified since the last charts were printed, though the “Notes To Mariners” should include the changes. NOAA’s ENC format digital maps are more up to date, a definite plus for vector versus bitmap maps.

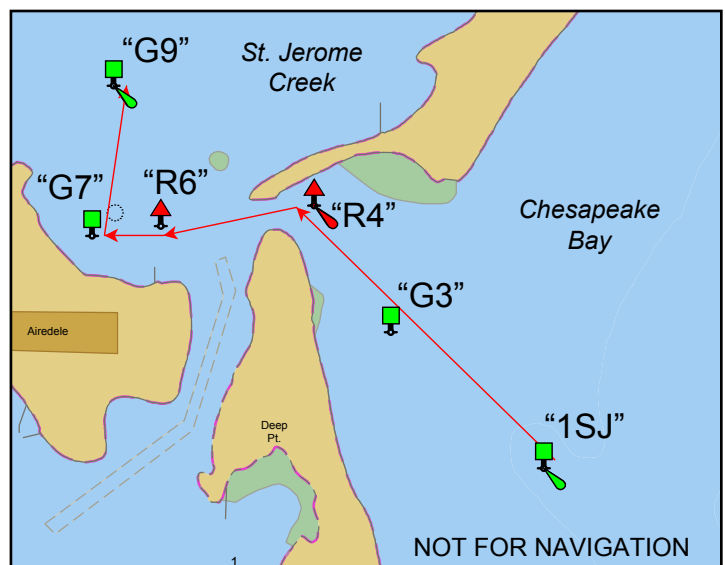
Once you reach the green “1SJ”, a bearing of 325° takes you past “G3” and on to “R4”. A 55° turn to port will put you on a bearing of 270° to reach “R6”. A slight turn to starboard puts you on a 280° bearing to “G7”. A sharp turn to starboard on a bearing of 20° takes you to “G9”. I recommend that you go past “G9” a little way before turning for either the southern or northern forks of the main creek.

The channel is documented at 7 feet deep and we did not see anything less than 8 feet, around an hour before low tide. We ventured up the northern fork to anchor and the depth was pretty consistently between 6 and 7 feet. The channel is 100 feet wide from “1SJ” through “R4”, and 60 feet wide from “G7” to “G9” so you need to stay close to the markers. There was a current between “R4” and “R6”, though we did not notice any particular effect on *Wavedancer*. Though “1SJ”, “R4” and “G7” are lighted navigational aids, the channel is a little complicated for a night passage without experience.

The creek itself is very pretty with most housing being hidden by trees, and there is plenty of room for rafting up with friends. The holding was great in thick, black mud, though a



Portion of 1985 Corps of Engineers Map showing channel



New Navigation Aid Locations

fair number of working boats came by to bounce us around. Next time we would venture a little further up the creek to avoid the traffic.

St. Jerome Creek is now an accessible, safe harbor for most sailing boats, and makes an excellent cruising destination.

Mark Brownhill, Wavedancer

Share your favorite or unusual cruising destinations!
Send information, pictures and map references to clew@smsa.com

SPECIAL ICW REPORT PART 1 (OCTOBER 8-18)



We left our dock on October 8 and set off down the Potomac River, arriving at Back Creek just outside of Hampton Roads on the 10th. A horrible anchorage, but the next morning we had 20 or 30 dolphins swimming around our boat, a truly wonderful sight.

The next day we ventured into Hampton Roads, a very busy harbor with a lot of big ships, and reached a marina at mile post one of the ICW in Portsmouth.

We motored out the next day and started down the ICW. We picked up the Dismal Swamp Route (nothing dismal or swampy - just beautiful). We spent that night half way down at the North Carolina Visitors Center.

We spent the next two nights in Elizabeth City, as the wind was too high to make for a comfortable trip. We met the Rose Buddies, a group of old men, who give out roses to all of the women who are going down the ICW, and host a little wine and cheese party for everyone to meet. It is an incredible thing that these people are doing, all at no cost to the city.

We have already met a few old friends during our trip and have made several new ones. We keep bumping in to the same people as we stop in different marinas or anchorages.

After we left Elizabeth City we motor-sailed to the Alligator River (no alligators) and stayed at the Alligator River Marina. Happy hour was on the dock where we met several new people including one couple from Holland. "Hans and Tea" spend most of their time in the US going up and down the water way as the weather dictates. Hot - they go north into Nova Scotia, cold - they go south to Florida and the Bahamas.

We left the dock at 6:40 in the morning as our body clocks are changing to conform with an up before dawn and ready for bed at 9:00 regiment. We motored down the Alligator River, through the Alligator-Pungo Canal, to the Pungo River and stayed two nights in Belhaven, as the winds picked up. The second day we borrowed a car from the marina and did grocery shopping.

On the 18th we left Belhaven and motor-sailed down the Pungo River and into the Pamlico River. We were fortunate to have waited for this crossing, as the Pamlico can be very rough in high winds. We went into the Goose Creek Canal and into the Neuse River to an anchorage for the night and several dolphins came to greet us. I know that they don't smile, but it sure looks like they are.

After a very comfortable night we motored down to Beaufort NC. That is pronounced Bo-Fort, not like they do in South Carolina where Beaufort is pronounced Bew-fert. We



ICW, this way!



The not so Dismal Swamp at dawn



Antha gets her Rose in Elizabeth City

will probably spend two nights here as the weather report is for high winds (20-25 knots) tomorrow. We will be going out to dinner with friends from home (Ron & Suzie Williams).

Dale and Antha, Mongoose Magic

TEK-TIPS

BATTERY WATERING



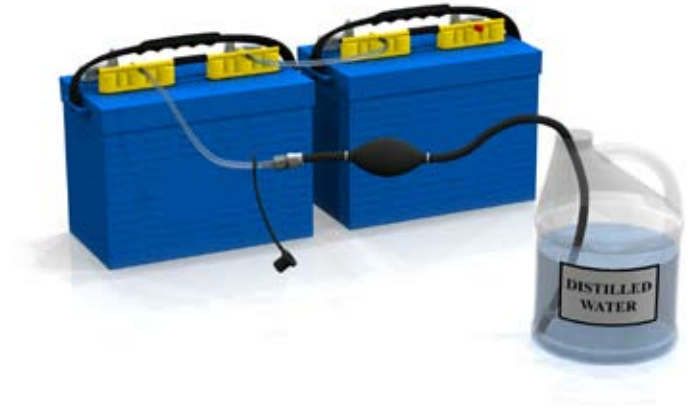
At a Seven Seas Cruising Association seminar at the Annapolis boat show this fall, marine electrical system guru Nigel Caldwell said that batteries don't usually die, they are murdered!

Maintaining the correct water levels is essential for lead-acid batteries, but it is a challenge on some boats. *Mongoose Magic* (Dale and Antha Koonce) has one battery that requires a mirror to view the levels, and both of *Wavedancer's* batteries are at the bottom of a deep sail locker.

Frank Gerred found the Qwik-Fill product by Flow-Rite somewhere and Dale Koonce installed it on *Mongoose Magic*. It worked so well, we installed it on *Wavedancer*.

Installation is very easy. You simply replace existing battery caps with the special, bright yellow, filler-cap manifolds, selecting the correct joiner tube segment for your battery group. Then you connect the manifolds from your two batteries, using the tubing provided. Attach the filler pump tube to one end of the battery array, and seal off the other end with the cap provided. Attach the filler pump and place the end in some distilled water and squeeze the bulb a few times until you feel pressure.

If you have more than two batteries as most cruising boats do, you simply install multiple connection kits, but you only

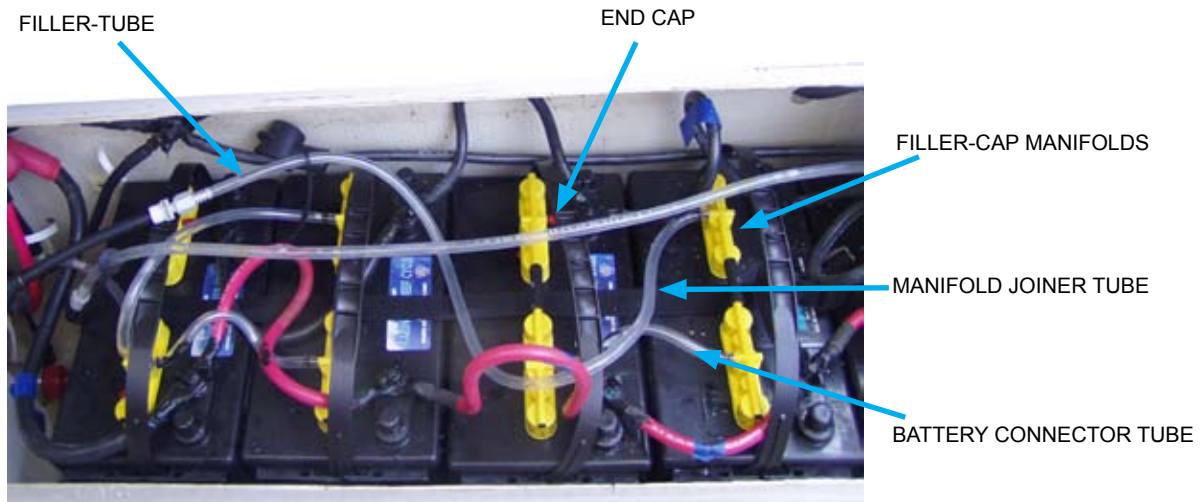


need one filler pump. When not in use, the filler pump can be stowed away with the distilled water.

The system also eliminates some of the hazards of conventional filling, as there is no need to open vent covers, avoiding the risk of acid splashes or dangerous fumes.

You can find where to buy Qwik-Fill on the Flow-Rite web site at www.flow-rite.com. Most of the vendors are currently RV stores, and the price of shipping costs varies. The site also describes the step by step installation procedure with pictures.

We all know maintenance is part of owning a boat, but it is often put off when it is difficult to perform. I'm hoping the Qwik-Fill will make my battery maintenance a little easier.
Mark Brownhill, Wavedancer



Two of the three Qwik-Fill systems installed on Mongoose Magic

Share your tek-tips!

Send tips and pictures to clew@smsa.com

CALENDAR

DECEMBER

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
					1	2
3	4	5	6	7	8	9
	• Sunset 4:41 pm			• BOG meeting	• Christmas Walk/Open House	• Christmas Gathering & Light Parade
10	11	12	13	14	15	16
	• Sunset 4:41 pm				• Clew inputs due	
17	18	19	20	21	22	23
	• Sunset 4:43 pm					
24	25	26	27	28	29	30
	• Sunset 4:47 pm					
31						