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Welcome New Members

Notices

Make your **marina reservations** now for the Where the Wind Blows Rappahannock Cruise.

Our application to the **Chesapeake Bay Yacht Clubs Association** (CBYCA) was approved! www.cbyca.org

Officer of the Deck



I'd like to bring you up to speed on the financial status of the club. Before you quickly jump to the next article, please take note of a few points:

- The club is in excellent financial shape.
- Monthly financial reports are posted on the SMSA forum.
- This article includes a chance to win a "fabulous prize".

Besides paying bills, part of my role as treasurer is to provide financial data to the BOD and Program Chairs to support their decision-making. This data is furnished to them monthly in a detailed report, a subset of which is posted for the membership-at-large on the forum. If you go the forum, select the "general" folder then follow the "SMSA Budget and Financial Performance Report" link, you can see the summary version.

The report includes year-to-date actual data and a forecast or projection of how we expect to end the year. As of

the end of July, the results look fantastic. We are over-budget in some programs, and under-budget in others, but overall we are basically on budget.

This is a tremendous accomplishment, because the BOD and program chairs have faced a significant number of unexpected costs getting the new club going. We have made many improvements to take advantage of opportunities that the new location offers for enhancing the utilization of the club without diminishing the quality of existing programs.

There are many items left on the facility improvement "wish-list" that will enhance the memberships experience or increase revenue, but the BOD has been conservative and exercised restraint to ensure that SMSA will end the year with more cash than at year start. To see how much more cash we expect to have you should really look at the report on the forum (and increase your chances of winning the fabulous prize), but this one time I will tell you that it is slightly over \$5,000.

Two Program Chairs, and the volunteers that work with them, deserve special mention for generating the revenue that has offset the unexpected expenses elsewhere in the club:

Tom Moulds is poised to generate approximately three thousand dollars from the Junior program. The Junior program was break-even at best, in the past. However, Tom and a highly dedicated group of volunteers had the foresight to get a first-class floating dock set up for the high school program and summer camps, recruited exceptional camp counselors, marketed the program, and filled the camps to capacity. This is a tremendous accomplishment that crushes all criticism that the Junior program is a drain on club resources.

Cindi Eaton is expected to generate almost twelve thousand dollars of income for the club via the bar, special events and the small-boat dry storage. In the past, the facility program did not generate any significant income for the club. Obtaining the liquor license and having a waterside location has changed that position. Special recognition also goes to Max Munger, who is managing the bar operation, and to Carol Smith, who does quadruple duty between being Social Chair, Thursday night post-race hostess (along with Barbara Herbig), facility/bar assistant, and junior program assistant.

We anticipate that between 38 cents and 57 cents of every dollar spent at the bar goes to support SMSA programs. The only thing holding back us back from even greater success is getting volunteers to bartend, which would allow us to increase the number of days that the bar can be kept open.

A key to furthering our collective success with the new location is to maximize utilization of the facility. Our opportunities are volunteer-resource-constrained rather than physical-facility-constrained. This year is a learning experience for the BOD at the new facility, and the biggest lesson learned so far is that there are tremendous opportunities to expand activities for the membership. My priorities for the immediate future would be: getting air conditioning in the club, establishing an adult sailing school at the facility, getting the small boat launch crane installed, and finding someone to coordinate slip leasing.

Now, the fabulous prize. Believe it or not, the SMSA budget forum is one of the most popular threads. The three topics ahead of it all have to do with big boat racing. I'm a competitive guy and I want to move up into first place, so I have a plan that will be win-win for both you and me.

Starting with the August's financial results, there will be rules for a contest where you can win a fabulous prize. I can't tell you exactly what the fabulous prize is for fear of overloading the massively powerful Spectrum Sciences server that hosts the forum, but let it suffice to say that the prize will be simply marvelous beyond your wildest dreams and expectations.

The next upload will happen soon, so start checking right away by going to the forum, click on the "general" folder, and click on "SMSA Budget and Financial Performance Report" folder. The more you click on the "SMSA Budget and Financial Performance Report" folder, the higher odds of you winning the fabulous prize.

Thank you to every SMSA member, but particularly those of you that volunteer your time, energy and skills.

Joe Kubinec, Treasurer



SMSA, Now and in the Future



One of the main objectives of the changes made in the By Laws last year was to free up the Board of Directors so that they could focus on the longer-range, more strategic issues facing the SMSA. This is still a work in progress. However, as one important part of this effort, the six At-large Directors met in May to begin discussions on these topics. This note summarizes their conclusions, excluding several short-term actions that have already been taken.

Long-term vision

The long-term vision of SMSA's future was confirmed as continuing to be the premier sailing club in Southern Maryland. This means having robust programs and activities in the following areas:

- Cruising
- Big boat racing
- Small boat racing
- Nationally recognized regatta (Screwpile)
- Junior program
- Women's program
- Social activities

Our programs are already some of the best available. Of course we should strive continually to improve and expand them. But the biggest challenge we face is the need for a permanent home in a waterside clubhouse, which is essential to solidify and improve SMSA's value to members. To accomplish this, a long-term lease is one acceptable solution, but a better one would be to own our own property. What we lack to do this is, simply, the financing. To address this goal we need to:

- Retain existing members by providing value
- Aggressively attract new members
- Develop and execute an innovative, aggressive, multi-faceted scheme to raise funds for the eventual purchase of a permanent clubhouse

Strategy

Important elements of a strategy to achieve these long-term goals are:

Dues: For the next several years, hold the level of dues and initiation fees stable, if at all possible. Over a five-year and longer horizon, dues and initiation fees should gradually increase.

Membership: Immediately develop and implement a major, continuing membership drive, coordinating advertising, targeting of likely candidates, social events, and any other activities likely to be useful. Aim for something like ~250 dues-paying members within five years, and perhaps something like ~350 in fifteen years.

Savings: Plan and implement actions to save money that could be used toward a down payment on buying a clubhouse.

Short-term actions

General

- Ensure that every action taken by the BOD and the Program Chairs is consistent with the long-term vision and goals of the club.

- Within reason, insist that all possible club events be hosted at the clubhouse.
- Establish relationships with other yacht clubs.

Membership

- Sustained membership drive as mentioned above
- Change membership categories to attract new members and retain current members, possibly graduated by age. For example: Full member; Associate member (non-voting, up until age 30 ~\$250 dues); Junior member.
- Stabilize dues in the short-term.
- Enhance the online calendar of events.

Facilities and Social

- Renew the lease on the existing SMSA clubhouse now. Shoot for a longer term lease (5-10 years) with acceptable bail-out provisions after a few years.
- Codify the operating rules of the clubhouse, e.g. pier use.
- Increase bar revenue by adding opportunities to sell liquor (Thursday, Friday, Saturday).
- Place an activity board in the clubhouse window for all to see (including non-members).
- Schedule food nights... tacos, cook your own steaks, hot dogs, hamburgers, etc.
- Put out a schedule... "This Week at SMSA."
- Add a sink and running water in the galley.

Conclusion

This first meeting was only one step toward a continuing process of defining and addressing the longer-term, strategic issues facing SMSA. We still have a long way to go. The six At-large Directors, and the entire BOD, will continue to work on these and other issues. Members' comments, especially on the Membership Forum, are eagerly solicited.

Jim Keen, for the BOD



Facilities



With fall just around the corner, there is still so much going on and so much to do!! First a few thanks for some wonderful happenings around the club...

The David Meiser Family donated the two picnic tables and umbrellas out front! What a great way to enjoy the sunsets! Joy Dorethy and Robert Herbig gave up part of their weekend and fixed the portion of the fence out back that suffered recent storm damage! Kim Egbert has been dutifully maintaining the flower beds and barrels out front all season long and I even spied our Commodore sweeping the front walkways on a Thursday Night (Instead of racing?!) As all of you know, it takes a lot of work to keep things going. Please, if you notice anything that needs attention, shoot me an email and let me know! I appreciate everyone's help and participation.

Things to watch for: Sunday Football Socials at the Clubhouse and an All-hands Facility Cleanup and Cook out!

Cindi Eaton, Facilities Chair



Junior



Summer camps have ended and this year's program was a great success thanks to our able instructors, lead by Devon. Rough 80 young sailors participated in the program, some from the SMSA family and some from the community at large.

We are now ramping up for the fall semester of High School sailing and we are looking for volunteers to help make the program a success. We have two regatta's scheduled (SMSA as host) and need a race committee and other able bodies. Please let myself or Stovy Brown know if you can help

We are also still looking for a High School Coach (Certified US Sailing Instructor) for this fall, please let me know if you are aware of any interested candidates.

Tom Moulds, Junior Chair



Race



Congratulations to all of our SMSA crews who raced Governor's Cup last month. It turned out to be a classic uphill ride down the Bay in big wind and seas, only to be followed by a hot drifter after the sun came up. The light air finish resulted in some long times, a vast majority of the PHRF C/D and NS boats not finishing within the 21 hour time limit. Our SMSA boats competing were Age of Reason (Stovy Brown), American Flyer (Dan and Wendy Scheider), Benchmark (Bill Armstrong), Cheetah (Mark Briere and Bill Riddell), The Doghouse (Dan Shannon), Elan (Gary Shaw), Pursuit (Norm and Rosemary Dawley), Rock Lobster (John Kriz), Rum Ration (Scott Pankiewicz), and Sequoia (Kate and Chris Miller). Foxtrot Corpen (Jim Keen) retired on the delivery to Annapolis after his engine self-destructed.



Stovy Brown's Age of Reason at the start of race with a crack team of young sailors

Those SMSA crews bringing home silver in the 150-boat fleet were Age of Reason winning 1st in the 23-boat PHRF C/D fleet and The Doghouse taking a 2nd in the 34-boat PHRF non-spin division. Honorable mention goes to Rock Lobster crew for a 6th in the 22-boat PHRF A-3 fleet. Congratulations Stovy, Dan, and John and your crews!

We have had an extremely successful summer of Wednesday Night Racing in spite of some rather hot and windless evenings. We have had an average of 24 boats racing, and the competition has been very close, with lots of different boats taking home trophy glasses. We will hold our annual Wednesday Night Series Awards Ceremony after the Fun Race on 12 September. We hope everyone can make it to Zahniser's Pool Bar that night after the Fun Race to congratulate the regular Wednesday Night Series and PRO Series award recipients.

Even though the summer is over, there's still plenty of good racing to be had. Upcoming events include:

- Smith Point Race... 8 Sept
- Women's Fall Series... 15/16 Sept
- Small Boat Invitational... 22/23 Sept
- Fall Series... 30 Sept
- Hooper/Point-No-Point... 13 Oct
- Fall Invitational... 20 Oct
- Frostbites... 4, 11, 18, 25 Nov

See you out there on the starting line...

Jim Keen, Race Chair

Editors note: read the Washington Post article, "Teens Triumph on the Bay" celebrating the "Age of Reason" in the Governor's Race [here](#).



Cruise



As summer rolls on through, we continue to have some fantastic weather and wind. I can't recall the last time we've had such great sailing in July and August! We have some great events coming up in September including the Annapolis Labor Day weekend cruise, the Jimmy Buffet Theme cruise to Reedville, the Where the Wind Blows cruise (be sure to see the article below for changes to this cruise), and the Women's Cruise over the last weekend of September.

I've really enjoyed all the camaraderie that the cruising program has shown at clubhouse events and I've enjoyed spending more time with some of our newer members. Hopefully this great wind will continue into the fall and keep some warm weather with it.

I'd like to take a moment to congratulate a couple of members for passing the 1000 cruising miles this summer. Rick and Midge Kinder are cruising in New England on their sailboat, Pradel. Wayne and Sally Wilson have reached the Canadian border on Virginia Dare, and will now start to retrace their steps back to the Chesapeake Bay. The SMSA wishes you both many more safe miles under your keel!

Chris Miller, Cruise Chair



"Where the Wind Blows" Rappahannock Cruise (Sep16- 23)

If you enjoy cruising to the Northern Neck and the Rappahannock, or want to learn more about these beautiful areas, please join us on the "Where the Wind Blows Cruise" from Sunday, Sept. 16 to Sunday, Sept. 23. This is a relaxed cruise to favorite destinations. SMSA weekend cruisers to Reedville can easily continue on with this cruise.

Please call or e-mail us if you are interested in going, or have questions about, the cruise.

On Sunday evening, Sept. 16 we'll raft up for cocktails and anchor by Grog Island at the entrance of Dymer Creek. On Monday we go up the Rappahannock to Carter Creek and tie up at the Tides Inn marina, with a lay day there on Tuesday. Free golf and clubs are available to cruisers on the Par 3 course at the Inn. On Wednesday we go up the Rappahannock to raft up and anchor in the Corrotoman River. On Thursday, we sail a few miles to the beautiful little town of Urbanna, tie up at Town Marina on Urbanna Creek and take a lay day there on Friday. On Saturday we go back down the Rappahannock to the Bay and head north to Indian Creek. There we can either anchor out or tie up at the Indian Creek Yacht Club--where drinks and dinner will be available. On Sunday, cruisers will return to their home ports.

The area we will be cruising in is quiet, beautiful and peaceful. Our first overnight anchorage ever was in the Corrotoman River in the 1970's. The only sounds were that of a barking dog in the distance and the sights were many stars and the lights from an airliner flying 6 or more miles above us.

Details about the marinas are below. Please make your own slip reservations at Tides Inn and at Urbanna Town Marina.

Tides Inn: Contact is Dock master Payton at 804-438-4419. Slip fee is \$2/foot. A \$20 resort fee is added each day which includes electricity, water, ice, wi-fi, pump-out, and use of the Par 3 golf course. We plan to stay on Monday and Tuesday, September 17 and 18.

Town Marina in Urbanna: Contact Point is Diane the Marina Manager at 804-758-5440. Slip fee is \$1.50/ft. which

includes electricity, water and cable TV. We plan to stay on Thursday and Friday, September 20 and 21.

Indian Creek Yacht Club (ICYC): While there is no tie-up fee for an overnight stay, the Club does request that visiting yachts fill out a registration form which deals with adequate boat insurance, etc. and can be downloaded at the Club's website: www.icycc.com. The form can be turned in after arriving at ICYC. I plan to keep in touch with ICYC officers and provide them with the anticipated number of SMSA cruisers, sizes & draft of boats, etc.

Frank and Nancy McCabe, Kelly Ann
Phone: 410-326-3440 or 443-404-8585
fmccabe@chesapeake.net



Annual Women's Island Creek Cruise (September 29-30)

Plan to join us the weekend of September 29 & 30 for the Annual Women's Cruise. Bring your boat and friends and enjoy a great day of sailing with cocktails, dinner and great company and conversation. On the 29th, Illumination's crew will be on the radio by 11:00am. Since Broomes Island is not very far away, an early morning departure will not be required.

So far I have had a number of people express interest in the trip. Illumination will plan on being anchored in Island Creek by 3:00 pm. If you would like to join the fun that the women have each year, please phone or email Pat Marchant. Weather is always something to keep in mind, so please let me know if you plan to attend so that I can put together a contact list.

Pat Marchant, Illumination
Phone: 410-394-1870
pmarchantl@aol.com



The Northern Adventures of Virginia Dare (June- July, 2007)



Editor's note: The following are edited excerpts from the various logs of Virginia Dare's trip from the Chesapeake to the Canadian border. Wayne has emailed many cruisers the original logs and has posted them on the SMSA Cruising Destinations forum for all members to read.

When reading the excerpts, you may get the idea that the trip was one challenge after another. This is a distortion of the truth. The original logs include many days of great sailing, good food and charming locations. The excerpts I selected document situations and conditions that are very different to sailing the Bay. It appears that Wayne deals with difficult situations with his best sense of humor, so these are the sections I enjoyed the most. If you enjoy this article, I encourage you to read the full prose first hand and look over the numerous photographs of far away places..

Excerpts from Northern Cruise Post #1

June 14-16, 2007 – Cape May to Absecon Inlet

We lay at anchor for two days waiting for the Atlantic to become more civil, as the wind was from the NE and gusting to 30-knots.

On the third day, we left at 9:30, planning a 120-nm sail to Sandy Hook's Horseshoe Cove. The weather statistics were 65-degrees, 79%-relative humidity, and a barometric pressure of 30.46-mB and dropping slightly. A fine drizzle was falling, but NOAA Wx predicted sunny conditions after noon and "slight" chance of showers or T-Storms in the evening. We raised sails in 9-kt of wind from the NW.

By noon, the sun was out and the sea swell was 2-3-ft. At 5:00pm the wind has increased to 13-knots. We were off Atlantic City, Absecon Inlet and could see the inlet mark approximately 2-nm to the NW. We were rolling gently down 4-ft swells on our stern. It was clear and warm, 80-degrees, with some cumulus over Atlantic City – looked harmless.

Just 15 minutes later the US Coast Guard issued an Extremely Hazardous Wx "Pan-Pan" on VHF-16/22A. The coastguardsman read the report with a gravitas that must have been akin to the Lord telling Noah to get the Ark ready. "Sandy Hook shoals to Manasquan Inlet (~40nm NE), severe thunder storms, winds greater than 35-knots, heavy seas. Mariners should seek safe shelter immediately, etc., etc." We did!

Excerpts from Northern Cruise Post #2

June 18, 2007 – Sandy Hook, NJ to Newport, NJ

Entered Newport Marina, assigned to slip C9. I watched the depth sounder report 10.4-ft at a spot in the center fairway with the tide 3ft above datum. That would be “close” at low tide, but we are in 15-ft at the assigned slip. We set out for provisions and find a supermarket within 3-blocks. It is funny how you shop when you are walking groceries home. Bottles and cans are too heavy; other things are too voluminous, bread doesn't keep, etc.

20 June 2007 – Newport, NJ to Manhasset Bay, Port Washington

I checked the tide tables for Hell Gate, the confluence of the East R., the Harlem R, and the Long Island Sound. It can develop a pretty vicious current if you enter at the wrong time. We had navigated it before, just 4-years ago, so we were both experienced and “confident”. The NOAA Coast Pilot Vol. 2 said 4 to 5-kt with the maximum “flood” at 1633.

At 1500, something was wrong! We were in “ebb”, not “flood”, and there is a differential of over 2kt between the velocity of water past the hull and the GPS calculated speed over ground. Nearing the NE end of Roosevelt Island, we were bucking a 4.1-kt current. People on the shore were walking faster than our rate of progress.

At 1640, we were at Hell Gate, and there was a full 5.0-kt speed differential between through the water and SOG. There are noticeable whirlpools ranging in size from 10-ft to 60-ft in diameter. There are even standing waves – small but obvious.

Excerpts from Northern Cruise Post #3

June 28, 2007- Milford, Ct

About noon we decided to walk the mile to the local supermarket. We bagged \$92 worth of groceries – not much by household standards, but plenty for a boat when hand carrying, but we had actually planned to return to the boat by taxi.

We called and waited for the taxi, which finally showed up almost an hour later. The driver was ranting, really upset apparently upset at his insurer who was insisting on a home inspection prior to granting an extension.

Remember DiNiro in Taxi? This guy made him look placid! I generally feel quite comfortable with vulgar language, nonetheless, this guy made me squirm a little. He was screaming into his cell phone, “You will be reading about me in the f... morning paper if this f... idiot doesn't quit calling me.” I was enjoying his torment when he catches me smiling in the rear-view mirror. Uh-Oh! I imagined a big Colt® .357 magnum swinging my way from the glove compartment.

He asks, “Where ‘ya going?” I said, “Milford Landing Marina.” He almost drove past when Sally blurted, “left, right here!” She handed him \$10 for a \$6 fare, gathered up our groceries and shuffled off - double-time. I picked up the heavy items, but I kept looking over my shoulder as I walked away – expecting... the big Colt!

You may not care about this kind of thing, but this is why I go cruising! Loons have always fascinated me and this may be the sine qui non. Later, I wondered if we could have had a drink together and I might have nudged him over the edge, Hannibal Lechter style. Then I remembered “He saw our boat!” - that night, we locked up before going to bed.

05 July – Essex to Mystic, CT

The s/v Alameda hailed the USN submarine inbound to Groton, CT from the East through The Race. The sub was looking for the customary (post 9-11) 500-yd exclusion zone. Alameda was dumbfounded and heaved to, while the sub continued. The Race is not so narrow that giving a USN Sub 500-yd berth requires such theatrics – but the multiple exchanges made good radio for us! The U. S. Navy appears to have infinite patience with us knucklehead recreational boaters – mercifully!

07 July - Mystic to Block Island

It was blowing in the low 20s and we were at red “2” just outside the entrance to The Great Salt Pond. We'd been

there before and I decide to sail in, because I knew that the wind would diminish once inside. The cut was plenty wide for safe entry and simultaneous exit of vessels. Still, 20+ knots on the beam makes for pretty spirited sailing. Not too far from red "2" I wished I was under power, but it was too late.

I was following a 50-ft sport fisherman and hoped he didn't decide to slow down or stop. We were boiling through the cut. These boats don't heel over easily, but I had mine over at 20-degrees. I didn't know the speed because I was too busy watching the depth, GPS position, the 50-ft sport fisherman in front of me and a wader to starboard no more than a boat length away. Lots of "stuff" that could have gone wrong – but it didn't and we were safely into The Pond. The wind is, if anything, stronger! Furling the jib was no great joy, the mainsail flakes easily, but not as neatly as we might have liked. Then we searched for a place to anchor. It is not an exaggeration to say that there were hundreds of boats in the anchorage.

Wayne and Sally Wilson, Virginia Dare



Classified

VANGUARD 15 SAILBOAT - One of the boats from Kings Point Merchant Marine academy. (#19) Good condition. Includes new trailer and beach dolly. \$3300. Marc DeLaVergne 410 586 8763 or vergne40@yahoo.com

LOWRANCE iFINDER EXPEDITION C - mapping GPS & MP3 player with black plastic mount, anodized aluminum bracket, and power cord - \$200. Navionics Gold US Southeast - Bahamas SD906 Jun 2006 -- \$100. Navionics Gold US Mid Atlantic & Canyons SD905G Jun 2006 -- \$150. Both charts for \$225, or \$400 for the total package. Call (410) 394-6972 or email sykoel@verizon.net,

1986 CATALINA 34 - Two owners, 30' LWL, fin keel, 5' 6" draft and 14,000 lbs displacement. The cabin has two state rooms and a main salon capable of sleeping 6 adults. A great looking, well equipped coastal cruiser in excellent running condition. Brigadoon has good sails that have been lightly used and she comes with a bimini and dodger, pressure hot and cold water system, Adler Barbour refrigerator, Heart inverter/charger, high capacity house battery banks, wind generator and a battery monitor system. The dependable Universal diesel engine that has been recently overhauled with a rebuilt fuel injectors and main fuel pump. Many extras are included to complete a sail away package. Asking \$43,900. Call Walt Rupp, 301-863-0175.

SMSA LOGO SPORTSWEAR - Shirts and Baseball Hats are available with the SMSA logo. Proceeds to support the SMSA Junior Program, so help the team and look sharp too! Polo Shirts (S/M/L/XL) are \$45 and are only Hats \$25. Available at SMSA Club House or via email tmoulds@dtiweb.net.



Calendar

September

- 5 (Wed) Wednesday Night Race #20
- 7 (Thu) Small Boat Racing
- 8 (Fri) High School Pot Luck
- 8 (Fri) Membership Social
- 9 (Sat) Rendezvous**
- 12 (Wed) Wednesday Night Race #21
- 14 (Fri) Membership Social
- 15-16 (Sat-Sun) Jimmy Buffet Margaritaville (Reedville) Cruise**
- 15-16 (Sat-Sun) Women's Fall Race
- 16 (Sun) Mini-Rendezvous
- 17-23 (Mon-Sun) Where the Wind Blows Cruise**
- 21 (Fri) Membership Social
- 22-23 (Sat-Sun) 11th Small Boat Invitational Regatta
- 28 (Fri) Membership Social
- 29-30 (Sat-Sun) Women's Island Creek Cruise**
- 30 (Sun) High School Regatta
- 30 (Sun) Fall Race Series

October

- 2 (Tue) BOD meeting
- 5 (Fri) Membership Social
- 11 (Thu) High School Pot Luck
- 12 (Fri) Membership Social
- 13 Hooper/Point No Point
- 18-21 (Thu-Sun) Oxford Cambridge Cruise
- 19 (Fri) Membership Social
- 26 (Fri) Membership Social
- 26-28 (Fri-Sun) Choptank Cruise