



the clew
Southern Maryland Sailing Association, Inc.



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*Clarke
McKinney
Vice
Commodore*

Office of the Deck

So this winter, while some of you've been off sailing that charter boat in the Caribbean or racing in the warmth of the Florida Keys, there has been a lot of work going on here at SMSA. The many Program Chairs and their committees have been putting together the ground work for activities that will appeal to everyone. I had the pleasure to see many ideas collected, meetings conducted and decisions made that will affect the many programs that SMSA offers. It's been exciting to see the amount of energy that comes out to help plan for the coming year.

As Vice Commodore, I have been following the efforts of the On-The Water Program Chairs. Each of the programs: Race, Women's, Junior's, and Cruise will see some change in events as well as strengthening of events that have proved to be popular in the past. For example, the Race program will see new class splits this year that will also see the re-introduction of a Non-Spinnaker class for Wednesday Night Races. The Women's program plans to attract a wider range of interests by catering the program to sailors of both big and small boats. The Junior program is hoping to offer a summer program that will be more attractive to the more experienced or older juniors as well as keeping the strength of the introductory classes for the younger sailors in the Opti's. And the Cruise program hasn't waited for the warm weather to get the new programs going. They started the Second Saturday Cruiser's Raft in February.

These are just a few examples of some of the efforts of the programs. There is still a lot of work to accomplish. Each of the programs continuously need your input and effort to make a successful program. Please add to these programs when the chairs or their committees request some of your time. It is needed to support the many hours of their time that they've already invested. Who knows, it might even be fun to participate in a program with those good old friends or alongside another person having the common interest of sailing. I look forward to seeing everyone's participation this year.

It's March and the activity is increasing in the boatyards and at the docks preparing for the upcoming season. Boat bottoms are getting a coat of paint, topsides are being waxed, zincs are attached to prop shafts. As we all have experienced, that is just part of the preparations that need to be completed. While these are important for the smooth operation of your boat this year, let's not forget to go over the safety gear. There are lists of the Coast Guard required equipment that everyone should take the time to review. For the big boat racers, don't forget to go over the requirements of the PHRF of the Chesapeake. The safety gear and equipment requirements have been adopted to prevent tragedy. Take your time, some of the requirements take a little effort to determine if your boat qualifies to have the PHRF rating being assigned to you. Don't be shy to ask if there are questions about the requirements, there are people in SMSA that can answer your questions.

The plan is coming together for a great sailing season at SMSA. I hope to see everyone soon.



Chris Miller
Cruise Chair

Cruise

I'm getting more and more excited for the season to start every day. We've had some real successes already in 2008! The Second Saturday "raft-up" at the clubhouse was SPECTACULAR! I know Kate and I had a great time, although we missed some of the fun activities after dinner. Dinner was great and it was nice to have a little more relaxed atmosphere for all of us to socialize. If you didn't make it to the February gathering, make sure to come to the one on March 8th, but note the next one will start at 5:00pm. Since the Second Saturdays are going to be a success, we've decided to add a bonus cruise point to these gatherings when they are at the clubhouse. So we've already got ten boats earning cruise points in February! Normal cruise points will apply when they are on the water.

The goal of the cruise program is participation, fun social activities, and of course top notch cruising. If you haven't checked out the 2008 Cruise Calendar on the website, please do so. Thanks to Wayne Wilson for keeping it up and running and looking so good. We're looking for a few cruise leaders still for a couple of cruises, please contact me if you find one you'd like to lead.

Also- we're putting the cruise points on the website, so you can check your totals there! And be sure to check the website for upcoming events.

I'm looking forward to a great season of cruising with everyone!



Mark Brownhill
Wavedancer

Another Fun Second Saturday Cruiser's Raft, March 8, 2008

The next Second Saturday's Cruiser's Raft will be on Saturday March 8 starting at the revised time of 5:00pm., and continuing until around 8:30pm. Cruisers can bring their favorite snacks to share, just like happy hour afloat. The bar will be open, so you can purchase your favorite beverages. At around 6:30pm, we'll eat potluck dinner, so please bring a main dish, vegetable, salad or dessert to share. If you'd like to volunteer tobartender, please contact Max Munger.

As Chris mentioned above, we had a great time at the first Second Saturday Cruiser's Raft on February 9th. We had the crew from ten boats in attendance including **Blue Heron** (Sally and David Arbuthnot), **Calypso** (Rita and Frank Gerred), **Koel** (Gresh and Rene Sackett), **Mongoose Magic** (Antha and Dale Koonce), **Sequoia** (Kate and Chris Miller), **Status Quo** (Kristie Yurko - the new women's chair), **Shermax** (Sherma and Max Munger), **Swan** (Ellie and Ken Mowbray), **Walkabout** (Lois and David Zonderman), and **Wavedancer** (Carrie and Mark Brownhill).

There was lots of great dishes being shared, including Frank Gerred's macaroni cheese, which was so rich, many people were eating it as dessert. Max Munger and Rene Sackett unofficially won the "caption the cartoons" game.

A big thank you to Chris Miller and Max Munger who did most of the bartending for the event.



Cruiser's enjoy potluck dinner



*Kristie Yurko
Women's Chair*

Women's

Hi everyone. First I'd like to thank Barbara Miller for doing a great job as Women's Chair last year. Things were a little slow getting started this year in the Women's program, hence the lack of abundance of winter seminars. However, we won't leave you completely out to dry:

Race Management Seminar with Keith Jacobs, March 8th

0900 – 1300 at the club house

Come learn the ins and outs of race committee.

Racing Rules Seminar with Stovey Brown and Dan Trammel, March 15th

4:00pm at the clubhouse

We're trying a new format this year combining racing rules and FOOD!

4:00 – 5:30 First half of the seminar

5:30 – 7:00 Bring a potluck dish to share!

7:00 – 8:30 Second half of the seminar

I'm looking forward to a great season of cruising with everyone!



*Laura Comeau-Stanley
Rhumb Punch Crew
Member*

Rhumb Punch at Acura Key West Race Week 2008

SMSA's own **Rhumb Punch** was the newcomer to the 15-boat M30 class in Division 1 at Key West Race Week 2008. Owner John Edwards and his regular crew of Clarke McKinney, Joe Szymanski, Geoff Rhodes, Shawn Stanley and Laura Comeau-Stanley are long time Key West players and multiple winners aboard his J/29 by the same name, but the transition to the M30 this year proved to be exciting for all aboard.

John handled the helm and Clarke trimmed the main and handled the responsibilities of tactician. Joe and Geoff shared jib and spinnaker trim, while Laura handled the pit and Shawn performed some fancy footwork on the bow.

Day one of race week dawned with a fierce northeaster delivering consistent winds ranging from 25-30 knots with gusts substantially higher. Race committee announced the postponement of racing, then just after 11:00, the AP flag fell and the announcement followed, that no race would begin until 1:00. By the time **Rhumb Punch** made it to the course, seas were averaging 6-8 feet and winds were 28 knots sustained. After a short time, the Melges 32's were sent back to shore, as the winds exceeded their class rules maximum. Not long thereafter, RC abandoned all races. While **Rhumb Punch** fared well, with no injury to boat or crew, sadly, **Bob** in Division 4 did not fare so well. Mike Ironmonger and his crew aboard the Colgate 26 suffered a dismasting. Although no one aboard was injured, clearly they were disappointed.

With much more manageable winds, day two provided an opportunity for three races for Division 1. With average wind speeds of 17-20 knots out of the east, the **Rhumb**



Rhumb Punch on a downwind leg

Punch crew sought to find the nuances of the M30 while fine-tuning our individual skills and combining them for a collective effort on the course. In the end, our results for the day were 11-9-12.

With 15 boats on the starting line, we were pleased not to be last, but being in the back of the pack is not where any of us were accustomed to or liked being. We made it back to the dock well after dark and many of us opted to forego the tent party. After completing three races in some very trying conditions, we chose to relax at the house that evening and prepare our OLD bodies for what Day 3 had in store!

Day three of race week seemed to be the polar opposite of day one. Winds out of the southeast provided an average speed of just 3 knots, certainly not enough to garner quality races. Race committee was forced to abandon racing when it became clear that this was going to be as good as it gets for the day. This allowed the **Rhumb Punch** crew an opportunity to get in a little afternoon pool time back at the house before heading to see Tom and Regan Weaver aboard the Eastport 32, which Tom designed, for a sunset cruise. We had a wonderful time and the boat was just amazing. We enjoyed a smooth and comfortable ride, and as expected, Tom and Regan were the consummate hosts.

After returning, we headed to the tent party and then the full crew and shore support, as well as Tom and Regan, enjoyed a fabulous meal at the "Roof Top" restaurant to celebrate Linda's birthday. We feasted on tasty appetizers and delicious main courses and capped it off with a piece of key lime pie (which was passed around the table for everyone to have "just one bite," as we were all too full to consider a full piece of pie for ourselves). The evening wrapped up at the Hog's Breath Saloon for a little dancing (Jae-Nee, with tambourine in hand) and a few Key Lime Shooters...oh what a night! We were all delighted to share the evening celebrating with our "Mama Punch."

Day four started out somewhat chilly and overcast with less than favorable conditions and we feared that another day of racing might be lost due to the lack of wind. An early postponement by the race committee and the subsequent announcement that the AP flag would be dropped no earlier than noon, allowed RC to acquire the latest forecast updates. With this news, our crew returned to the house for some rest and relaxation. While some took the time to enjoy a little catnap, others decided to tour Key West and do a little shopping. At noon, we were back at the boat and heading to the course. The wind was roughly 8 knots and out of the southwest. On the motor out to the course, Clarke shared some newly acquired Key West history



Sunset cruise about the Eastport 32



Rhumb Punch rounding a mark

with us. He and Mary Anne had taken the trolley tour during the postponement.

By the time we arrived on the course, the winds had increased to 10-12 knots and seemed to be clocking to the north. RC was able to get off two races. It became apparent to our crew of Chesapeake Bay sailors that the lighter winds seemed to be kind to us on **Rhumb Punch**, as we received our best finish of the week in the first of those two races with a 5. Unfortunately, we did not fare as well on the second race and ended up with an 11. Nevertheless, we had a great afternoon on the water.

On Friday, the final day of racing, we were greeted by stronger northeasterly winds ranging from 16-20 knots. We had some great starts and continued working to keep the boat flat and capitalize on the shifts. Throughout the week, the upwind legs seemed long and the downwind legs never long enough! With a plan to run three races, RC decided to shorten the distance on the leg length by 0.2 miles. While those of us hiking were elated by that news, our bodies never recognized the difference! We finished the day with a 12-11-7, narrowly missing a 5th place finish for the final race with **SuperFly**, **Illusion** and **Rhumb Punch** all overlapped at the upwind finish.

Saturday morning brought sunshine and warm, pleasant temperatures, a bitter pill to swallow, as most were heading home on flights from late morning to mid-afternoon. In years past, we have visited "Blue Heaven" for our final Key West breakfast, but this year we opted for "Camille's." Starting with a round of mimosas and a few Bloody Marys', we shared fun conversation and a few chuckles over a fantastic meal. Then we made the two-block walk back to the house and it was evident that no one was ready to leave our little island paradise. And sounding much like

the Cowardly Lion from the Wizard of Oz, Sandy let out a "Ohhhh, Ohhhh, Ohhhh, I don't want to go home!" Nevertheless, just as planes sit on an airport tarmac, waiting their turn to take off, the **Rhumb Punch** crew dwindled in size, two by two, until finally, only Geoff Rhodes remained, staying a few extra days with family friends who live in Key West.

While this was unlike any other Race Week I can recall as a **Rhumb Punch** crew member, I was thrilled to have been a part of the team and very proud of our first attempt in the M30 at this level of competition. While we have more to do to become comfortable and familiar with this new boat, I think I speak for everyone when I say that we are up to the challenge and looking forward to the next event. I think I can also speak for everyone else when I say we don't plan to be in the back of the pack for long!



Final Breakfast at 'Camille's'



*Jim Keen SMSA
Director*

Report of Directors' Strategic Planning Meeting February 8, 2008

Your six at-large Directors met again recently to continue working on the SMSA long-range strategic plan. Using a classic strategic planning process and template that many of you have seen in business and government, we engaged in discussions that will ultimately result in a path forward to meeting our club's vision and goals.

Using our club's mission statement as articulated in the SMSA articles of incorporation as a starting point; your Directors are meeting monthly to work through and draft the environmental scan (i.e., the various driving forces, or major influences, that might effect our organization), SWOT (strengths, weaknesses, opportunities, and threats), high level goals, strategies to attain those goals, objectives (milestones or accomplishments on the way to meeting our goals), tasks to be accomplished to meet the objectives, and the resources and means necessary to accomplish the goals.

The strategic planning process and method that we have embarked on is a methodical and disciplined approach that we feel will result in a well defined and achievable blueprint for the future. It will give us the ends, ways, and means to sustain, cultivate, and grow SMSA in the way we all hope and want.

Please take every opportunity to provide us input (written preferred... e-mail best). What's your vision for the club? Where do you want/expect us to go? What are your thoughts on how to get there? We are Max Munger, Frank Gerred, Rod Schroeder, David Meiser, LG Raley, and Jim Keen.



*Terry and Glenn
Walters
Facilities
Co-Chairs*

Facilities

In anticipation of the new season, activity at the Clubhouse is starting to ramp up! In late February, we conducted another successful TAM training for many of our members. As you know, at least one TAM-certified member must be present at the Clubhouse any time that the bar is open for serving. These newly certified members will assist the club in following state regulations and allow us to keep opening the bar up for business. Thanks to those that volunteered and attended the training!

Preparations are now underway to be ready for the Cleanup Day scheduled for Saturday, 29 March. We're forming a list of cleanup items that need to be completed, prior to our Opening Day Ceremony in early April. Please mark your calendars, bring your gloves, and join us in getting the facility ready for the new season! Keep an eye out on the SMSA Homepage Scroll for additional details.

One last reminder—the Small Boat season is almost upon us, and the Summer Small Boat Storage period opens on April 1st. We already have two boats booked in for the Summer season: Jacki and David Meiser will be bringing their Lightning back, and new member Kenyon Kramer will be storing his Flying Scot at the Clubhouse as well. We only have 10 storage spots available, so download your request form from the website, and mail it (with your deposit) to: SMSA Facilities, 24603 Apple Turnover Lane, Hollywood, MD 20636. If you have any questions, please feel free to contact us at 301-373-3396.

Looking forward to warmer weather, great sailing, and seeing you at the Clubhouse!



Jim Keen Past
Race Chair

Race

Another great Awards Banquet! Thanks Carol Smith for another wonderful job of planning and organizing a fun party. And, congratulations to Carol for your well-deserved recognition as our 2007 SMSA Member of the Year! Well done also to the other half of that couple; Smitty, very nicely done as our Awards Banquet Master of Ceremonies. Congratulations to all who collected silver that night.

One of the awards that we were unable to present on the 5th was the SMSA-CBYRA Season High Point Trophy, which is awarded to the member who accumulates the highest score in the CBYRA high point standings for a handicap or Cruising One Design class. Unfortunately, CBYRA didn't finish high point scoring for the Bay until after our Awards Banquet. When the scoring was announced, **Krugerrand** received the highest score in our club, adding to their already impressive array of trophies this season. Congratulations to Sarah Southworth and her crew!

The CBYRA Awards Ceremony were held on 2 February at the Gibson Island Yacht Squadron. **Little Latitudes** (Donna and Jeff Moore) scored 2nd highest in PHRF A in our region. In that same class, **Rhumb Punch** (John and Linda Edwards) received the 3rd place trophy, and **Foxtrot Corpen** (Jim Keen) received the 4th place award. Collecting the 2nd place trophy in PHRF CD was **Age of Reason** (Stovy Brown).

Linda Edwards was further recognized as US Sailing's "Sailor of the Week". There is a great article in the US Sailing web site at www.ussailing.org. An excerpt from the article... "*When the crew of Mumm 30 Rhumb Punch reaches the starting line of Acura Key West Race Week for starts, mark roundings, and the adrenaline-fueled moves of world-class racing, one key crewmember will be miles away, unwinding by the crew house pool. For big away games like Key West, Linda Edwards of Solomons (Md.), who owns Rhumb Punch with her husband John, is land-based. Her downtime is during racing; she's on every moment before and after—feeding the crew, managing land logistics.*" This is enormous recognition on a national scale for one of our own. Congratulations Linda and the whole **Rhumb Punch** crew!

I want to thank Dan Schneider for volunteering to assume duties as our SMSA Race Chair. We all know Dan from his years of success racing **American Flyer** and his previous J/29. Dan will do a great job for our race program. Please join me in welcoming him to the new role. I know we'll all benefit from his racing expertise and energy!

See you on the starting line!



Mark Brownhill
Wavedancer

ICW Seminar, February 16

There was a good turnout for the ICW seminar held at the clubhouse. Many of the cruisers that went South last year, either to the Bahamas or Florida, shared their planning and experiences so the information was right up to date. I have read many cruising books, but it is amazing how much more you learn by hearing the same information restated or presented from a new perspective.

The seminar was broken into several sections with a different speaker for each. Every speaker was truly excellent. They provided detailed notes in paper format, but each presenter just gave the highlights and important topics, and then answered questions from the audience. Who knew we had such great, enthusiastic speakers amongst the knowledgeable sailors in the club. There were no boring PowerPoints and darkened rooms, everything was succinct, valuable and to the point.

Dale Koonce led off the discussion talking about equipment. High on his list was a full cockpit enclosure for the cold days motoring down the ICW, with screens to keep out the bugs when you reach warmer climates, especially since you are passing through marsh swamps much of the time. He had to replace zincs on his boat at a much higher rate than on the Chesapeake because of the poor electrical systems in the ICW marinas.

Gresh Sackett addressed communications. For the ICW and the Bahamas, the key communications are VHF, the cell phone and Skype phone via a laptop computer, though some cell phone providers do not have good coverage in the Islands. There is a monthly WiFi service available in the Bahamas which provides good coverage, otherwise connections are very spotty.

Frank and Nancy McCabe talked about the many charts and cruising guides you needed to go down the ICW, it was truly an amazing stack of paper. Frank and Nancy said that the West Coast of Florida is still yacht friendly and they had a great time, a complete contrast of some of the stories you hear about the East Coast.

Ron Williams talked about navigation and was a strong component for PC-Based navigation because the charts are the most up to date, and it is much easier to perform passage planning using the click of a mouse. He emphasized that some packages interface with the best charts available for a particular region, something that is not always possible with a chart plotter. He stressed that electronic navigation is very important on the ICW, because you need the most up to date depths, and it is hard to see the marks, especially when going South.

Frank Gerred covered weather and safety. The main weather challenge is picking the time to cross the gulf stream to the Bahamas to avoid any northerly wind component. The typical TV and NOAA weather services are not useful for a crossing prediction. Several really good weather services are available using a SSB radio, but you need to learn to read the weather with your eyes (read books and go to the SMSA weather seminar). The standard safety gear becomes even more important, and life vests with harnesses and double tethers and jacklines are especially important.

Suzie Williams covered provisioning. Her main message was "don't bother, they eat everywhere you go, so food is available". Everyone confessed to having many food cans that had traveled the ICW both ways for several seasons, because the local fair was always more attractive than opening a can. She recommended missing the many excellent restaurants along the ICW. Happy hour supplies are more expensive in the islands, including paper products, chips and beer!

Rita Gerred finished up with miscellaneous extended cruising tips. She was an advocate of the pressure cooker, as it saves time and fuel. A gas grill for cooking in the cockpit keeps the heat out of the boat. A vacuum sealer dramatically extends the life of food in the refrigerator, especially meat. She preferred the safety and convenience of marina laundry facilities over traveling to the nearest town, combined with onboard hand washing.

Unfortunately, I couldn't stay and participate in the show and tell after the seminar, but I had a great time and learned a lot. It is so much more meaningful when you get it right from the source, fresh from recent experiences and from people you know and trust. Hopefully, we can get the team to post their complete notes on the SMAS Cruising website for those that could not make the seminar.

I would be remiss if I did not mention that I had just finished reading Ken Mowbray's book on the ICW and Bahamas, and it is another excellent source of common sense ideas and eye opening surprises for anyone that is southbound.

Calendar

March

1 (Sat) Pat Healy Weather Seminar, at the clubhouse, 9:00am-1:00pm
 4 (Tue) Program Meeting at the clubhouse, 7:00pm
 7 (Fri) Membership Social
8 (Sat) Race Management Seminar - at the clubhouse, 9:00am-12:00pm
8 (Sat) Second Saturday Cruisers' Raft - at the clubhouse, 5:00pm~8:30pm
9 (Sun) Spring Frostbite Race #1
 14 (Fri) Membership Social
15 (Sat) DEMARVA Cruise Planning Meeting
15 (Sat) Race Rules Seminar, at the clubhouse 4:00pm
16 (Sun) Spring Frostbite Race #2
 21 (Fri) Membership Social
22 RC Boat Cleanup
 28 (Fri) Membership Social
29 Clubhouse Cleanup
30 (Sun) Spring Frostbite Race #3

April

3 (Thu) BOD Meeting at the clubhouse
 4 (Fri) Membership Social
5 (Sat) Opening Day Ceremony and Brunch- at the clubhouse
5 (Sat) Opening Cruise to St. Leonards Creek
6 (Sun) Spring Frostbite Race #4
 11 (Fri) Membership Social
12 (Sat) Second Saturday Cruisers' Raft - at the clubhouse, 5:00pm~8:30pm
12 (Sat) Small Boat Kickoff Meeting - at the clubhouse
16 (Wed) Wed Nite Race #1
 18 (Fri) Membership Social
19 (Sat) Sharpes Island Race
20 (Sun) Spring Invitational
23 (Wed) Wed Nite Race #2
 25 (Fri) Membership Social
26-27 Battle Creek Cruise
30 (Wed) Wed Nite Race #3

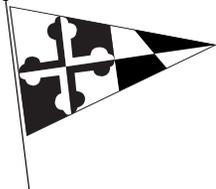
Classified

1986 CATALINA 34 STD. RIG - Two owners since new, 30' LWL, fin keel, 5' 6" draft and 14,000 lbs displacement. The cabin has two staterooms accommodating two persons each and a main salon capable of sleeping 2 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 with monitor, wind generator and a battery monitor system. The dependable Universal diesel engine has been recently maintained with rebuilt fuel injectors, main fuel pump and valve adjustment. Many extras are included to complete a sail away package. Asking \$47,900. Call Walt Rupp, 301-863-0175. or email brigadoon5@verizon.net.

INFLATABLE DINGHY - model HSS-230D from newfoundmetals.com. Brand new in box never opened. Over all length, 7'6", beam 4'4", wt 68 pounds. 3 chambers, for 4 HP motor. 772 pounds max load. Includes Carrying bag, aluminum oars, plywood bench, oarlocks, lifeline, lifting handles, drain plug set, \$700, call Walt Rupp 301.863.0175 or email brigadoon5@verizon.net.

Southern Maryland Sailing Association

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