



**the clew**  
Southern Maryland Sailing Association, Inc.



**December 2011**  
**Volume 41 Number 12**

*Happy Holidays from SMSA*

*Solomons Christmas Walk Open House*  
*Friday, December 2, 5 - 9 PM*

*Come help SMSA members welcome visitors and prospective members. The first 100 kids will have the chance to build toy boats and sail them in our indoor sailing pool. Cookies and cider will be served.*

*SMSA Christmas Party*

*Saturday, December 3, 6 - 10 PM*

*Our Annual Christmas Party. Enjoy holiday decorations, Christmas ham and biscuits. Bring an extra entrée, appetizer or desert to share.*



*Second Annual Yurko New Years Eve Party*

*Saturday, December 31, 8 - ?? PM*

*Commodore Jimmy Yurko and Kristi Yurko invite all of the club to welcome 2012 with them. If you like, bring an entrée, appetizer or desert to share.*

Mark Your Calendar

## **Annual Awards Dinner – January 7, 2012**

The Annual Awards Dinner is set for Saturday, January 7<sup>th</sup>. This year we are dining next to Breton Bay at the Olde Breton Inn. As the Clew is being published, final details for the event are being worked out. Please watch your mailbox for a formal invitation and SMSA This Week for all of the event information.

## **Yearbook Photos Needed!**

2011 photos are needed for the yearbook. Please e-mail photos relating to SMSA to [webmaster@smsa.com](mailto:webmaster@smsa.com), or mail copies (either hard-copies or electronic -- on CD/DVD) to

Attn: Yearbook Editor  
P.O. Box 262  
Solomons, MD 20688

*SMSA is a member owned and operated club dedicated to being the best sailing venue on the Chesapeake. SMSA hosts the nationally renowned Screwpile regatta. We enjoy full programs of cruising, PHRF keelboat racing, dingy racing (both one design and Portsmouth), summer junior sailing programs and adult sailing education. In addition, we even find time for great social events! Our website is [www.smsa.com](http://www.smsa.com). For more information, call 888-714-3777*

Do you have an idea for the Clew or want to sell something? Please send words and pictures to [clew@smsa.com](mailto:clew@smsa.com). Questions? Call Roger Bayer 301-934-3925. The Clew is published the first of each month. Submission deadline is the 15th of the month. The Clew is edited by Ellen Aulson, Jolie Homsher and Roger Bayer.

## Jimmy Yurko Elected Commodore for 2012

The Annual Meeting was well attended on Saturday, November 5<sup>th</sup>. Member ballots were collected for voting for new officers, directors and 'Member of the Year'. Program Chairs gave brief reports; 2011 has been a good year. There were no issues of concern discussed during the meeting.

Jimmy Yurko was elected to serve as Commodore. SMSA bylaws limit a Commodore to two consecutive terms; Commodore McKinney will complete his second consecutive term on January 9, 2012. Jimmy and Kristi Yurko have consistently been a couple of the hardest working members of SMSA. At most SMSA events, they are there, making it happen. Jimmy took over the Junior Sailing program two years ago and has built it into a great program for the kids and an impressive source of revenue for SMSA. Jimmy was elected 'Member of the Year' in 2010. Under Jimmy's direction, expect to see interesting and good things happen in 2012.



*Jimmy Yurko presenting 2011 Junior program results during the Annual Meeting.*

Joe Kubinec has been Treasurer for the past five years. According to Joe's definition, the Treasurer's job is a combination of a financial controller, bookkeeper, tax accountant and operations officer. During Joe's term in office, the club has moved from Calvert Marina to the current location. The programs offered by the club have grown significantly over the last five years, greatly expanding the Treasurer's job. Joe has decided to take a breather and to try to remember where he put his sailboats and sails, so maybe he can go sailing this Spring. SMSA owes Joe a big vote of thanks for service above and beyond duty.

Roger Bayer will be replacing Joe as Treasurer. Roger has been chairing the Communications program and editing the Clew. His degree is in accounting and he has experience running a small company. He stated that his intent is to simplify the Treasurer's job as much as possible and to spread some of the current Treasurer activities to other members. Roger has agreed to continue to do the layout of the Clew. New Communications/Clew Chair(s) will be selected. However, in addition, we need at least one active member from each program, not necessarily the Chair, to work with the new Chairs. If you are interested, please talk to Kristi Yurko or Roger Bayer.

Rod Schroeder has decided to take at least a year off from being a Director. Robert "Smitty" Smith has stepped up to fill the job. Smitty has served as both Vice Commodore and Commodore. We welcome Smitty back to a leadership position.

The remaining elected director and officer positions will continue to be filled by the incumbent volunteers. We thank them again for their continued service. The complete list of 2012 Officers and Directors is shown on page 3.

## Credit Cards Accepted!

When the membership renewal letters are mailed on January 15, 2012, look for something new. SMSA is accepting credit card payment for annual dues, racing fees and storage contracts. Fear not, your cash or checks are still good. During the November 14th BOD & Program Chair Meeting, it was decided that the membership needed the additional option of paying by credit card.

The 2012 annual renewal mailing will include forms for storage as well as dues and racing fees. You will be able to pay all by returning the form with a credit or debit card number instead of a check. As an alternative, the intent is to add a page to the website to complete the renewal form online and to pay online with your credit card.

The intent of adding credit cards is to improve the membership experience. If you have other suggestions on how to do this, please pass them on to the members of the BOD and the Program Chairs. See "Who Are You Going To Call" on page 4.





## Commodore's Signal

Wow, what a fantastic way to finish off the sailing season. The Frostbite Series has enjoyed great temperatures and generally great wind. This past weekend was around 70 degrees and the wind was about 18 knots from the SW.

The Patuxent was abuzz with racers and day sailors with just a few power boat wakes mixed with the small wind-driven white caps. No wonder this time of the year attracts large turnouts.

I hope that the small boats have had equally nice weather and turnouts. Now that the big boats are done, maybe there will be a few more that will want to join the small boat fray. Many of us are busy with plans to prepare our boats for the winter. SMSA still has a few items that need to be prepped for the winter. Race marks need to be pulled for maintenance. The RC Boat will be pulled a short time after. Look for the opportunity to help the program chairs if they call on you. Your sailing association thanks you.

I hope to see you at the Christmas Walk and Holiday Gathering at the clubhouse. If not then, please make sure you save the date January 7 for the Annual Banquet. Details will be forthcoming. Is this the year that a SMSA boat receives kudos for dressing up for participation in the Christmas Boat Parade? It would be nice. Good luck and safe travels for all who are cruising southern waters or those who are venturing south for warmer regattas.

Best Wishes to Everyone for this Holiday Season and a Happy New Year.

*Clarke*

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## 2012 Officers and Directors

### Officers:

Commodore: Jimmy Yurko  
Vice Commodore: Jeff Moore  
Rear Commodore: Tim Flaherty  
Secretary: Betsy Dodge  
Treasurer: Roger Bayer

### Directors:

Don Behrens  
Jim Keen  
David Meiser  
Max Munger  
L.G. Raley  
Robert "Smitty" Smith

## 2012 Club Calendar Underway!

If you bring up the club calendar on the website, then scroll forward, you will see that much of the calendar is set for 2012. The full cruise schedule will be set during the Cruise Planning Meeting on Saturday, February 4<sup>th</sup>. If you enjoy cruising, attend the meeting which starts at 9 AM and help plan a great cruising season. The full social calendar will be completed as the schedule gets firmed up and volunteer support is committed. We could use some more members to run and help run social events. This can be really fun! If you are interested, call Tim Flaherty, 301-481-7474.

### Creative Changes to the Race Program & Post-Race Social Events

The racing program has been enhanced by three significant changes. Two of the Keelboat races have been expanded to include Smallboat racers and Cruisers. One of the two has a change in venue. Plus, the Middle Distance race schedule has been reorganized by exchanging the Fall Middle Distance races with the Spring Middle Distance races. This is expected to change the race conditions possibly creating a new program. The success of the Mixed Couples Race/Battle Creek Cruise event is the idea behind expanding two of the Keelboat races to include as many club members as possible:

**Frost-Goode Race:** The Frost-Goode race (May 12) now includes one or more Smallboat classes and a Cruiser Class. The Keelboat Race Chair will issue handicap ratings to cruisers who would like to try racing. The course stays the same, up the Patuxent River to south of Broome Island and return. Following the race, at 4:00 PM, a rendezvous is scheduled at the club house for all SMSA members plus the crews from the raceboats. This is a pot luck event and the barbeque will probably be going.

**Vice Commodore's Cup:** Like the Frost-Goode race, the Vice Commodore's Cup race (July 7) now includes one or more Smallboat classes and a Cruiser Class. The Keelboat Race Chair will issue handicap ratings to cruisers who would like to try racing. The venue for this race/cruise event has been changed from Herrington Harbor to St. Leonard Creek, near Vera's White Sands. Cruisers have the choice of either racing to Vera's or cruising to Vera's. The event will include a large raft up or possibly a party at Vera's and an overnight stay. If we can do a party at Vera's, every member can attend. This is really a brand new event. Expect more details in the Clew as the planning continues.

### Hard Work

Special thanks has to go to Kate Miller, who stepped in to run the meeting for Rear Commodore Tim Flaherty. Tim had to be out of town. Kate was assisted by Clarke McKinney, Jeff Moore, Jimmy Yurko, Max Munger, Rod Schroeder, Megan Hildeberger, Marc Brier and Robert Herbig. Putting the calendar together is a necessary, but not fun task. Their work is appreciated.

# Second Annual SMSA Ski Trip

## 10-12 February 2012

Plan on joining us for the second annual SMSA Ski Trip to Seven Springs Mountain Ski Resort in Champion, Pennsylvania. Seven Springs has been voted the *Best Family Ski Resort in Mid-Atlantic*. We will drive up Friday afternoon/evening on 10 February and return home Sunday, 12 February. Your weekend lift tickets, which are included in the package, provide skiing from Friday night through 7 PM Sunday. The package includes two nights stay at the lodge, 2 breakfasts, weekend lift tickets, Apres Dinner Buffet Saturday night, taxes and gratuities. Newly renovated lodge rooms include two Queen size beds. Costs are as follows:

- \$377.66 per person double occupancy
- \$300.27 per person triple occupancy
- \$261.57 per person quad occupancy
- \$609.83 per person single occupancy
- Children ages 6-11, \$112.81 per child
- Rentals for weekend: Skis/boots/poles - \$41; Snowboard/boots - \$61
- Lessons – Group \$30/Private \$75
- Non-skiers receive a \$50 card for credit at the resort

Lodge check-in time on Friday is 5 PM; check-out time on Sunday is 11 AM.

For those non-skiers, there are plenty of other activities to take part in. These include Tubing, Shooting Sporting Clays, Indoor Pool, Bowling, Game Room, (bar, of course).

Make reservations with Jim or Jody Keen at (410) 326-9452 (hm), (240) 925-1173 (Jim's mobile), (301) 904-3178 (Jody's mobile), [williwaw66@hotmail.com](mailto:williwaw66@hotmail.com) or [jodyskis@hotmail.com](mailto:jodyskis@hotmail.com)

**Initial deposit of \$200 per adult is due by 5 December. Balance due by 1 January 2012. Mail deposits/payments to Jim Keen, PO Box 1488, Solomons, MD 20688; checks payable to James Keen. [Please note: We may be able to work in a few stragglers. Please contact Jim or Jody and get deposits in ASAP.]**

If we have as many as 20 reservations, we will hold a drawing for one free full weekend ski package to be discounted from your cost.

Last year Seven Springs had record snow fall. We hope to see that again this year. However much snow we have, it's a great resort with lots to do. Please help make it another great weekend.



The 2011 SMSA Ski Team. L to R: Bill Riddell, Nancy Riddell, Tracy Kubinec, Joe Kubinec, Jim Keen, Jody Keen, Les Griffith, Donna Maneely, Steve Allen

## Who Are You Going To Call?



### Officers

#### Commodore

Clarke McKinney:  
W 410-326-2600 C 301-481-0672.

#### Vice Commodore

Jeff Moore: 301-481-1354

#### Rear Commodore

Tim Flaherty: 301-481-7474

#### Secretary

Betsy Dodge: 410-326-9686

#### Treasurer:

Joe Kubinec 301-373-3477

### Directors

Don Behrens: 301-862-2281

Jim Keen: 410-326-4295

David Meiser: 410-326-1114

Max Munger: H 410-326-9024

C 410-353-1150

LG Raley: 301-862-3100

Rod Schroeder: 410-326-0167

### Program Chairs

**Bar:** Max Munger H 410-326-9024 C 410-353-1150

**Communications:** Roger

Bayer H 301-934-3925 C 203-561-9241

**Cruise:** Rich Freeman 703-569-1413

**Facilities:** Barbara Whited 410-586-0601 & Jolie Homsher 301-481-8609

**Junior:** Jimmy Yurko 240-434-1312

**Membership:** Ellen Aulson 410-326-2383

**Race:** Marc Briere H 410-495-7672 C 443-624-7840

**Social:** John Dixon 301-862-9031

**Training:** Kristi Yurko 240-725-0475

## Greek Food Is A Great Success!

Over 20 members showed up with dishes in hand for a really good dinner party. The company was good and the food was superb. Surprisingly, the only duplication of dishes were three versions of Spanakopita which is a spinach pie. All were good.

The party was given a warm start by Commodore McKinney passing out glasses of Ouzo. The Greek beverage theme was continued by bottles of Greek Retsina wine appearing on the tables.

If you have not tried a Commodore's Dinner, it is worth giving it a shot. Both the food and the company are good. What more do you need? Look below left for a discussion of December's dinner theme and on below right for January's Challenge.



*Filling plates for a special dinner.*

*New Year, New Commodore, New Night, ....*

## Commodore Yurko's first Dinner Theme: **NEW!**

Commodore's Dinners are moving to Fridays in 2012. Come on out for happy hour and stick around for dinner. The first 2012 Commodore's Dinner will be Friday January 20<sup>th</sup> at 7:00pm. Here's the challenge: I'm asking every member to come out and participate in January's Commodore's Dinner. The theme is **NEW!** and I'm asking you to bring a dish that you have **NEVER** prepared before.

Get out your cookbooks, search the web, and let your imagination run wild. Your dish or dishes can be any style. It just has to be new to you. (Tasty is good too!)

Come on out and enjoy a New Year, New night, and New taste... See you there, Jimmy



Commodore's Dinner, Thursday, December 15

## Commodore McKinney's last Dinner Theme . Turkey Time!

November and December are certainly the months of turkey. Thanksgiving was November 24<sup>th</sup> this year. A month away is Christmas and a week later New Years. All traditional turkey eating holidays. Roughly in the middle of these dates is the Commodore's Dinner. It is the perfect time to show off what can be done with our national dinner bird. You can impress the membership with how you do a whole bird. You can impress the membership with great recipes for left overs. You can even impress everybody with great side dishes and desserts. Your choice! This should be a great night!



# Halloween Cruise to Cambridge 10/28/2011 to 10/30/2011

by Kate Miller

The weather forecast for the annual cruise to Cambridge, MD the last weekend of October was: Friday: Sunny, Highs in the low 50s, and winds 10-15 from the NE; Saturday: Cold, Rain/Snow, Windy; Sunday: Sunny, Highs in the 50s, and winds 10kts from the North. So, for Chris and me on *Sequoia*, that meant two good days of sailing and one lazy day on the boat in the Marina (with the heat on!) or going to restaurants in Cambridge – we were good to go! Patty Kimmel & Rich Freeman were also in for this last cruise of the season. There were 2 other boats that had planned to go but decided against it based on the forecast.

Chris and I left the dock at about 10:30 am, a relatively normal time of departure by the time we get everything ready and actually get to the boat. After we put the mainsail up at Moll's Leg the motor began to sputter



Rich & Patty at the Cambridge Marina.

and eventually cutoff. This was eerily similar to our departure for a cruise on Columbus Day weekend earlier in the month. The solution then had been to go to Solomons Yachting Center to get fuel, since while the gauge read ¼ tank on that trip we didn't quite trust it. So, we tried that approach again, figuring we had nothing to lose by topping off the fuel tank. After filling the 55 gallon fuel tank by topping off with 17 gallons, we figured that low fuel hadn't been the issue. After Chris bled the fuel lines, we motored off the dock, put the mainsail up again, and tried again to depart. Unfortunately, the same issue occurred with the motor sputtering and cutting off. We knew that most likely meant that we had a blockage in either the primary or secondary fuel filter. We also knew (or at least thought at the time!) that we had spares for each on board. So, we sailed on.

After we got out of the harbor sailing under main, it was time to put out the jib. Chris unrolled it from the roller furling, and it promptly dropped straight into the water off the starboard side of the boat. Apparently



Sequoia (foreground) & Sandpiper (background) moored at the Cambridge Marina.

our halyard shackle decided to come undone at the top of the mast. So, I (as the foredeck person when not on the helm) went forward to retrieve the 150%

retrieve the 150%

genoa out of the water. Retrieval was going fairly well until the sail started to get pulled under the boat. So, after Chris



Cruisers at dinner in Cambridge. L to R: Rich Freeman, Patty Kimmel, Chris and Kate Miller.

slowed the boat down, we both managed to get the water out of the sail and get the entire jib on deck. There was some discussion at the time about whether these events were some kind of sign that maybe we shouldn't be going on this trip, but we decided that we were already here and kept going. So, after getting the jib hoisted on one of the spinnaker halyards, we were (finally) on our way!

We had a beautiful sail up the bay. It was more overcast than had been predicted, but the winds were steady and coming far enough from the NE that while there was some tacking, there were also long tacks from shore to shore. Chris spent time working on the motor, replacing the primary fuel filter and realizing that the spare secondary filter was actually a spare impeller.

We discussed the wind predictions, the estimated time of arrival, and decided to go ahead and push on to Cambridge under sail alone. We've done this cruise often enough that we felt we knew the harbor, marina, and slip assignments well enough to be able to sail in if needed.



Patty Kimmel sailing home from Cambridge.

The sailing on this cruise is always worth the trip, no matter

the temperatures, and this year was no exception. The winds were shifty and puffy at times, but we just kept the sails on close-hauled and managed to make it to Sharps Island Lighthouse and into the Choptank River before dark. We had to do some tacking as we made our way up the Choptank River, and by about halfway up the Choptank the sun set. The river navigation lights were fairly easy to find and follow once you figured out which light was closer to you, as visibility was very good, so we could essentially see every light all the way to the Rt. 50 bridge in Cambridge. As we neared the marina we dropped the mainsail so that we could head in under jib

Continued on page 7

## Halloween Cruise continued:

alone, controlling the amount of sail area via the roller furling.

With help from Rich and Patty on the cell phone to give us the exact heading from the river marks to the Cambridge Municipal Marina entrance, we sailed into the marina and the slip with no issues. Rich and Patty had motored up earlier in the day (along with their chocolate lab Guinness), and helped with dock lines as we arrived. They were also extremely gracious to have made spaghetti for dinner and welcomed us on board *Sandpiper II* after we had cleaned up the boat and got out of our foul weather gear. One of the great things about SMSA and sailing in company is that after a very full day on the water, there are great friends to welcome you and help when you need it!

Saturday was cold, windy, and rainy as predicted, although there was a break in the rain for several hours in the afternoon, and it didn't snow like it did on the Western Shore. We spent a relaxing morning hanging out in the comfort of a heated cabin, as did Rich & Patty on *Sandpiper II*. Chris and I made some calls around town and found the fuel filter we needed at the local Advance Auto Parts. They even brought in a second one from their Easton store so that we could purchase two so as not to be without a spare in the future. Helpful tip: Have the Napa auto part number for your parts on hand in order to make cross-referencing easy.

Rich & Patty walked into town and were able to do some shopping and visited the Richardson Maritime Museum – a must see for anyone visiting downtown Cambridge. They also scouted out and made reservations for dinner at a new restaurant in town “The High Spot Gastropub”. The other adventure throughout the weekend was getting Guinness on and off the boat in the wind, rain, and high tides. But with some creative approaches in pulling lines against those forces, nobody (including Guinness) went swimming at any point! Saturday evening we enjoyed happy hour onboard *Sandpiper II*, in the comforts of the spacious and warm cabin. The four of us enjoyed the traditional Irish Pub as well as other non-Irish menu items at the High Spot. The food was good and prices were reasonable.

Sunday morning Chris and I awoke to bright sunshine, and still fairly strong winds, this time out of the NNW. Rich and Patty had departed earlier in the morning, not surprisingly! We provided some spectator entertainment getting out of the large slip while trying not to have the wind peg us against the pilings. But, after some maneuvering, we made it out of the slip and marina without too much fanfare. The sail home was pleasant – we motor-sailed out to the light at the split between Cambridge and Oxford, and from there were able to sail on a reach or downwind most of the way home. The winds lightened around the gas docks, so we reluctantly rolled in the jib and motor-sailed the rest of the way to Solomons. We made it back to the dock before sunset, and closed out another great sailing season with the annual cruise to Cambridge.



One of eight Corsair models.

## 2012 Screwpile News

### 2012 Corsair US Nationals Join the Screwpile Light House Challenge.

The Clew was delighted to learn from L.G. Raley, Chairman of the Screwpile Lighthouse Challenge Committee, that the 2012 Corsair US Nationals and Rendezvous will be held as part of the 2012 Screwpile event. Corsair's are a popular line of trimarans. The company was started by John Walton, in California, son of the famous Sam Walton founder of Wal-Mart. More information on Corsairs can be found at [www.corsairmarine.com](http://www.corsairmarine.com).

Chairman Raley reported that they expect 30 to 40 Corsairs to participate. Initially, planning for the Challenge before discussions with Corsair Marine, was to go from three to two racing circles. Now it is expected that there will again be three circles. The South course, which provides more room for the larger angles required by a trimaran, will most likely be used for the Corsairs.

#### New Screwpile Lighthouse Challenge Logo:

Chairman Raley also announced that the Screwpile logo has been completely redesigned for 2012. Written authorization from the Screwpile Lighthouse Challenge Committee must be obtained before using the new logo on Screwpile related products.



Another Port Event Smash Hit!

# Comedy Show Sold Out!

By Roger Bayer

It was tough getting into the clubhouse on Friday, November 4<sup>th</sup>. The Port Events Comedy completely sold out. Forty two tickets were sold to members and the public bought 54 tickets. Counting the staff needed to run the show, that filled the main room of the club to maximum capacity.

Selling out was great, but what was even better was the show. It featured three comedians: Julie Fox who was on first and MC'd the show. Julie's humor showed the most local influence. Julie was followed by Jared Stern, then Kelly Terranova. Julie was funny. Jared was funnier and Kelly was the funniest of all. Did you know that there is a Waldorf International Airport? A really good show!

In the past, we have rented a stage for Scott Kirby at a cost of \$200. This time, Jimmy Yurko built a portable stage the same size as the rental stage for \$180. This will reduce the cost of future shows. Thank you Jimmy!

Hannah Schneider, Port Events Chair, did a great job putting the show together. She opened the show with a very short explanation of SMSA, netting it down to "Racing, Cruising and Boozing!"

The audience was a very young crowd. Most of the public attendees appeared to be in their 20's and 30's. We have captured email addresses for most of them and will be starting to talk to them about sailing and SMSA. These public invited Port Events in addition to being great fun, expose the community to SMSA.



*Kelly Terranova*

*Julie Fox*

*Jared Stern*

## Do You Know A Young Couple Interested In A Small Cruiser?

A couple donated a Tanzer 22 ft sloop to Habitat for Humanity. The price for the boat is \$1250.00 OBO and the money goes to Habitat for Humanity. The sloop has a relatively new Quantum jib on a roller furler. The main is old but serviceable. This boat was owned by an older couple and kept on a lift. It has a complete set of cockpit cushions and interior cushions including cushions for two quarter berths. It is a great, small weekender with a fin keel.

Habitat would like to sell this boat ASAP, it is in a slip at Zahnisers in Solomons (slip K-1) and is unlocked. The outboard is in the Habitat office and is gassed up and ready to go:

The Habitat for Humanity retail store called Restore can be called at 301-737-6273 and the Habitat office is 301-863-6227... if anyone has questions or wants to see the boat..



*Foredeck*



*Interior*



*Aft*

# The Low-Down on Ultra-Low-Sulfur Diesel Boat Fuel

## Anything to Worry About?

From BoatUS: As a way to reduce particulate matter, ultra-low-sulfur diesel (ULSD), with only 15 ppm or less of sulfur, was mandated for use in most vehicles, boats and machinery as of December 2010. As a practical matter, however, ULSD has been around since late 2006 when 2007 model year vehicles with more advanced emissions control devices began requiring its use in cars. And since most fuel refiners don't have the capacity to offer more than one type of diesel, it's also been sold at marinas ever since.

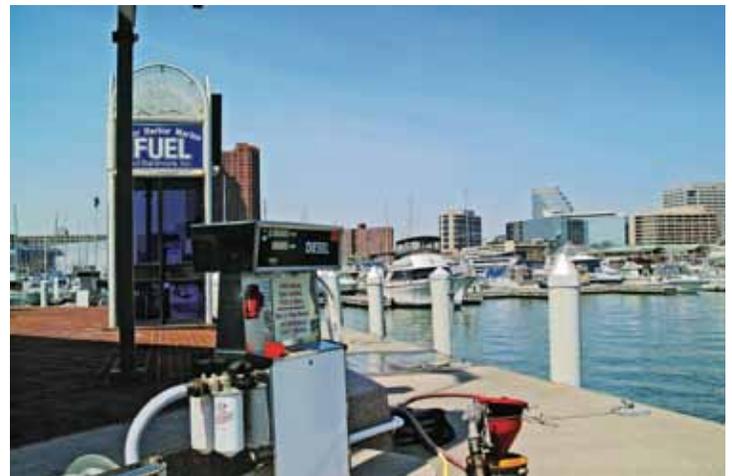
During that time, the BoatUS Damage Avoidance Program has kept a close look out for any potential problems with the newer, environmentally-friendly fuel. Recently, the boat owner association's Damage Avoidance Program publication, *Seaworthy, The BoatUS Marine Insurance and Damage Avoidance Report*, investigated the issue and has these findings to share:

**Lubricity:** In diesel engines, having enough "lubricity" in the fuel is critical - without it, the engine would grind itself to a premature death. A lot of publicity has been given to ULSD because the process of removing sulfur from diesel fuel also removes much of the fuel's lubricity. Contrary to what some have said, however, lubricity is not a problem with ULSD. Minimum lubricity is a requirement of the ASTM-D975 diesel fuel standard and oil companies typically use a synthetic additive to return fuel to its pre-ULSD lubricity levels.

**Cetane:** All diesel fuel must have a cetane rating of at least 40. Most regular diesel fuel has a cetane rating of 43 to 45, which should be fine for most boat engines. The good news is that the cetane numbers remained the same with ULSD.

**Gaskets:** When the transition was made to low-sulfur diesel (LSD) in 1993, there were problems with leaking gaskets. Newer gaskets that resist leaking were developed, but there were some fears that the gaskets might not stand up to ULSD. After talking to numerous marina owners and engine manufacturers, leaking gaskets don't appear to be a problem.

**Water and "Bugs":** Microbial growth - bugs - need water to grow and have always been a concern with diesel fuel. ULSD holds *less* water than older, higher-sulfur fuels, which means that any water entering the tank is less likely to be absorbed and instead more likely to become a breeding ground for bugs. Biocides (and cold weather) kill the bugs but their tiny little carcasses pile up in funereal goo at the bottom of the tank. Tanks may need to be cleaned more often to prevent clogged filters and corrosion. The best defense is to keep tanks as full as possible (especially over winter storage) and keep a routine eye on the water separator.



## Mustang Inflatable PDFs Recall

The Clew does not usually run product recall information, but if you are depending on an inflatable PDF to keep you alive and you have one of these Mustang models, you might be in trouble. Mustang has issued a recall for their models MD2010 and MD2012. The full text of the recall can be found at: [http://www.capca.net/PDF/PFD\\_Recall\\_Mustang\\_2011.pdf](http://www.capca.net/PDF/PFD_Recall_Mustang_2011.pdf). Not all of these models have an issue as the graphic below explains.



# Western Carolina Sailing Club's Hospice Regatta & Macalpine-Downey Gibbs Cup

by Jimmy Yurko

Anderson, South Carolina is home to football fans, serious college football fans. I didn't know that the first time I went to Western Carolina Sailing Club... but it didn't take long to figure that out. Anderson is just a stone's throw from Clemson...a serious football town, and everywhere you look you see orange bumper stickers...window decals...you name it, it's there. But being alongside Lake Hartwell, these folks like to sail, A LOT! When October rolls around it shows. Nearly seventy boats participated in the one design and Keelboat fleets at this regatta this year. For Kristi and me, this was the fourth trip to the WCSC Hospice regatta, which raises money for the regional hospice center in Anderson and it won't be our last.

Lake Hartwell is a mountain reservoir and typically a light air venue. Large land masses on the narrow lake give local sailors a significant advantage in the shifting light lake conditions due to the somewhat regular, yet peculiar, patterns of thermals. The lake is relatively narrow, so when the wind does pick up the water is nearly always flat.

This year's Hospice regatta was selected by the Buccaneer Class Association to be the "Macalpine-Downey Gibbs Cup" regatta. The winners of the regatta would have their name engraved on a perpetual class trophy commemorating the designers of the Buccaneer 18. At this regatta we also announce the name of the "Quaiche bearer". Each year a member of the class who has contributed greatly to the class will have his/her name engraved on a perpetual trophy with a Scottish Quaiche (shallow drinking bowl pronounced "kweyKh"...yeah, say that three times fast!) atop. This person will hold the Quaiche for the following year.

A massive front moved across the entire east coast and brought bright skies and huge winds. The breeze early in the morning was light as mornings typically are, but as the sun rose and the sky got brighter whitecap conditions arose before the first gun. We held two races on day one, the first in 12-15 knot conditions, exciting, but very manageable. The entire fleet was smiling from ear to ear. As I mentioned earlier, the big lake, with its short fetch doesn't allow for big waves, so we were

capable of planing speeds both up and downwind. The race was tight, overlaps at each mark...this eleven boat fleet came to race and it showed.

The first start of the regatta brought eleven Buccaneers to the line. There was a good strong breeze, and the practice tacks we had taken upwind showed that it was likely to be a port favored beat. The pin was also a bit windward. Trying to port tack the fleet at the pin in a strong breeze didn't seem like too good of an idea. The



*Jimmy & Kristi sailing their Buccaneer at SMSA.*

line was short, and with port tack favored I thought there would be a large hole at the starboard end of the line, so we shot for the committee boat. We hit the line with full speed as the starting gun sounded. As I expected there was a large hole and we were able to bear off as needed to keep the boat moving through the chop on the lake. We worked our way upwind, and watched for an opportunity to tack as the wind shifted. We knew that the locals had an advantage on this lake due to the unique geography. Our plan was to stay between the local sailors and the mark. It seemed like a good plan until Steve Kimele, known for his 'flyers' tacked away early and made a run for the right side of the course. We decided to let Steve go and cover the rest of the fleet, hoping the strong breeze would level the playing field. We were right, and as we made our way upwind the left side proved to be favored, and we approached the top mark in the lead. Rick Scarborough was hot on our tail, and wouldn't be shaken easily..but we managed

to hold him off by two boat lengths through the finish securing the first bullet of the regatta.

The Buccaneers were the first start of the regatta, and being first to cross the line gave us quite a bit of time to cruise around before the next race. We enjoyed our peanut butter sandwiches, I think there was supposed to be jelly on them too, but couldn't find much evidence of that. As we ate and cruised back and forth waiting for the next race, the skies darkened just a bit. The wind got much stronger and the boats began to accelerate greatly. While the first race was concluded with gusts around 15 knots, the second race would start with wind speeds of 18 knots in the lulls. Gusts to 28 knots would be recorded before the end of the race. The wind strength

was so strong by this point that you couldn't tack using the mainsail alone or you would stall head to wind and have to steer backwards.

With such strong winds, and a relatively short starting line, we didn't feel it was too imperative to fight for a position at the crowded favored (pin) end of the line. As with the first race we aimed to time a boat end start. We expected that with the strong conditions the fleet starting on starboard would be pushed significantly towards the pin, so we started about 2-3 seconds back of the line with full speed heading for the committee boat. We were just a little off on our timing. The resulting 3 second delay from the gun to our crossing of the line was worth it to gain a windward advantage and a large hole to leeward to foot off if needed. We felt good about our start and raced to the top mark in a pack of five boats watching for trim gusts from the other boats. The leading boat *Sanguine* at this time helmed by Rick Scarborough of Alabama seemed to be gliding effortlessly through the strong breeze as if it were an eight knot sunset cruise. We had to figure out what he was doing. We never did.

As we approached the top mark Rick held a strong lead of about 5 boat lengths over us, and Patrick Hopp's *Wasabi* was just behind him. Alongside us were Mark & Noah Gyorgy as well as Ronnie & David Ashmore...this race was going to be close. We rounded the mark, took the inside lane and set the spinnaker. Rick, being in a significant lead played it safe and sailed Wing-on-Wing to the leeward mark. We were not able to catch Rick, but did pass Patrick prior to the mark by utilizing the inside advantage as we neared three boat circle.

On the windward beat both *Wasabi* and *Sanguine* showed excellent boat speed. *Sanguine* seemed to stretch her lead, while *Wasabi* chipped steadily away at ours. *Wasabi* eventually passed us on our right side. At approximately  $\frac{3}{4}$  of the way to the top mark we saw an opportunity to pass by staying left as the other two went right. There was a slight left shift that made the port tack favored coming into the mark, and we felt that if we got to the left of the other boats we would be able to capitalize on the favored tack for the last tack of the beat. The gamble worked, and we crossed both *Sanguine* and *Wasabi* by just 2 boat lengths before turning for the mark. Our subsequent tack put us even with *Sanguine* after rounding the mark and we both set our spinnakers for the final run. At this point it was pure excitement. The wind had built to steady 18-20 knot speeds with gusts close to 30 knots. We were planing along, shifting our bodyweight aft to keep the bow up as we sped along downwind. The wind began to shift to the right, causing the spinnaker to collapse and indicating the need for a gybe. We had successfully gybed on the previous run, but right now we were in the middle of one of the biggest gusts of the day... and it wasn't interested in easing any time soon. We decided to hold the gybe until the lull. It was a good call because there was no lull, only another shift. Fortunately this shift was from the left. This allowed us to bear away to the finish line, and protect our

## Buccaneers

By Megan Hildenberger

I started reading James Michener's *Caribbean* in late September. Like so many who experience Michener's creations, I am delighted by all the tidbits I learn through his incredible research and story-telling abilities. Recently, *Caribbean* shared something I can apply to an enthusiastic and unique group of sailors I know: Buccaneers.

By the 1600s, the Caribbean island of Tortuga (just off the north coast of present-day Haiti) was controlled and inhabited primarily by French pirates. These pirates called themselves boucaniers (or buccaneers, as the English decided to pronounce it). They were "wild men" who "[lived] on two things. Huntin' down small Spanish ships, killin' the crew and stealin' the vessel and whatever's inside. And goin' over to the forests on Hispaniola and killin' wild hogs. They bring the meat back, cut it in strips, rub in salt and spices and roast it very slowly over a low fire ... maybe four days. Boucan they call it, so that makes 'em boucaniers." (Michener page 186)

I'm curious as to why the designers (Macalpine-Downie and Gibbs) of the Buccaneer 18 chose this name for the popular dinghy. Perhaps it has something to do with a desire to follow their own rules, a need to be free and tied to no one. In *Caribbean*, one English sailor says to a green sailor: "You mustn't never call us pirates. A pirate is a sailor who storms about the seas, obey in' no laws, no rules of decency. ... Nor even buccaneer, which is only a shade better. ... What are we? We're privateers. We sail under Letters of Marque and Reprisal issued by the king and we act obedient to his law. You might say we're part of his navy, informal like." (Michener pages 196-197) Do you like to follow the rules? Or are you a buccaneer at heart?

air from Rick who had worked his way over us and was attempting to blanket us and slingshot in for a victory. Instead the shift sealed the second win of the day for us.

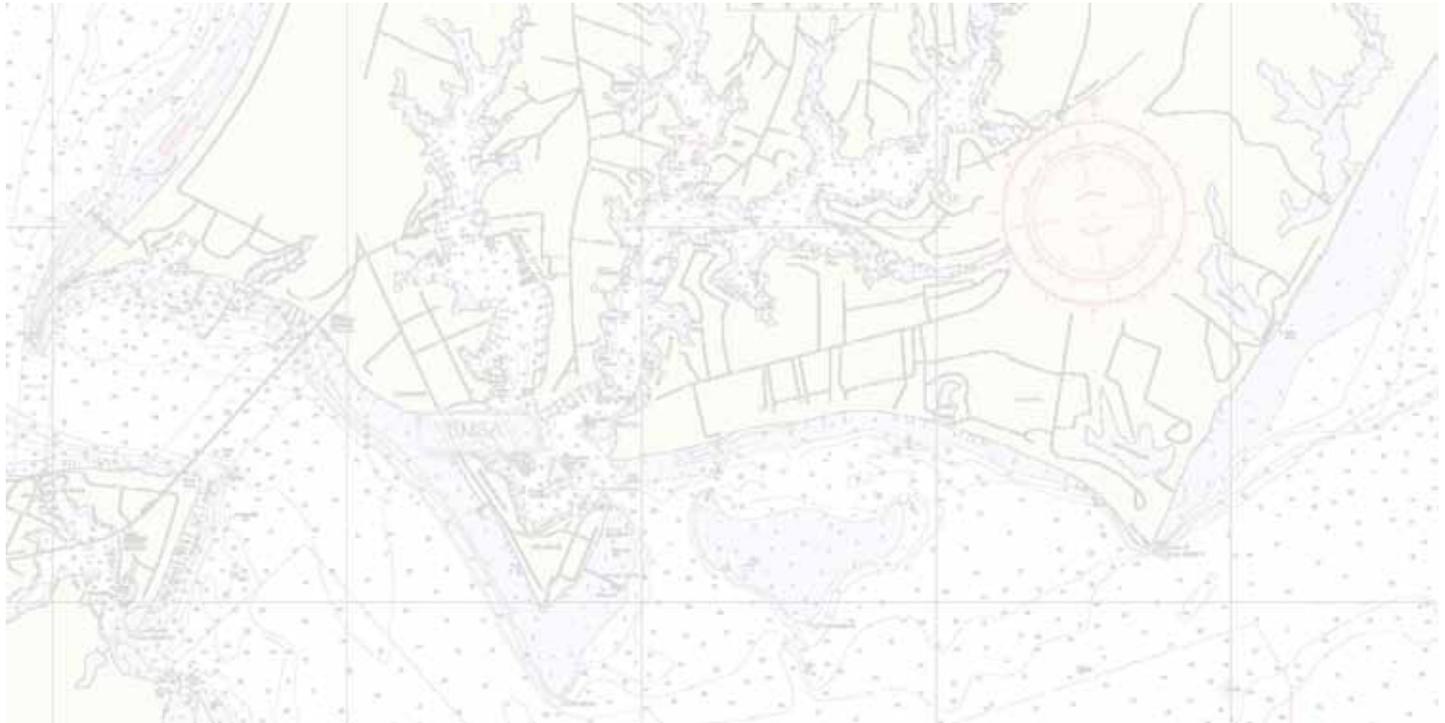
At the party that night all the talk was about the huge winds, and the bigger grins that come along with it. I don't know how fast you're going when you're planing along in 20 knots of breeze...faster than you've ever sailed before, then a 30 knot puff hits you...but however fast that is...WOW.

Sunday morning was a totally different animal. The sky was bright and only a few puffy clouds were on the horizon. There was a very light thermal along the shore that came and gave us enough push to get out to the course where at 10:00 the Race Committee would signal the first postponement. We rafted up alongside the other crews and enjoyed a beautiful morning, some snacks...even a screw top beer from Captain Meddock's magic bottomless cooler. By noon the race committee had seen enough to call it for the day. The races were abandoned, and the regatta was over.



**Southern Maryland Sailing Association**  
 PO Box 262, Solomons, MD 20688

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December 2011 Volume 41 Number 12

December			January		
2 Fri	Social at SMSA	5:00	1 Sun	Laser Frostbite Racing Series	1:00
2 Fri	Christmas Walk Open House	5:00	6 Fri	Social at SMSA	5:00
3 Sat	SMSA Christmas Party	6:00	7 Sat	SMSA Annual Awards Banquet	6:00
4 Sun	Laser Frostbite Racing Series	1:00	9 Mon	BOD & Program Chair Meeting	7:00
9 Fri	Club Closed for Private Party	4:30	13 Fri	Social at SMSA	5:00
11 Sun	Laser Frostbite Racing Series	1:00	<b>15 Sun</b>	<b>Clew Input Due</b>	
12 Mon	BOD & Program Chair Meeting	7:00	15 Sun	Membership Renewals Mailed	
<b>15 Thu</b>	<b>Clew Input Due</b>		20 Fri	Social at SMSA	5:00
15 Thu	Commodore's Dinner	6:00	27 Fri	Social at SMSA	5:00
16 Fri	Social at SMSA	5:00	28 Sat	Bartending Basics	10:00
18 Sun	Laser Frostbite Racing Series	1:00	31 Tue	Junior Committee Meeting	7:00
23 Fri	Social at SMSA	5:00			
25 Sun	Laser Frostbite Racing Series	1:00			
30 Fri	Social at SMSA	5:00			

*For more details: Go to [www.smsa.com](http://www.smsa.com), then click on Calendar, then click the item that interests you.*