



the clew
Southern Maryland Sailing Association, Inc.



January 2012
Volume 42 Number 1



Commodore Clarke McKinney
& First Lady Mary Anne cordially invite you to attend the
39th Annual Southern Maryland Sailing Association
Banquet & Cocktail Social

Saturday, January 7th, 2012
6:00pm – 10:00pm

At the Olde Breton Inn
21890 Society Hill Road, Leonardtown

Hors d'Oeuvres and Cash Bar
6:00-7:00pm

Dinner will be served at 7:00pm
Crab Imperial
Chicken Divan
Carved Round of Beef au Jus

Wine will be served with Dinner
Musical Entertainment and Dancing to follow.

\$60.00 per Person
To RSVP - Call Commodore McKinney
(410) 326-2600

Other Important Dates:

Junior Committee Meeting

Tuesday, January 31,
7 PM

Meet the new Junior Chair, Rob Miller, and help plan the 2012 junior and adult training classes. Come ready to contribute to the team. See page 5.

Cruise Planning Meeting

Saturday, February 4,
9:00 AM

Cruise Chair Rod Schroeder has put together a first cut of the 2012 cruise schedule. Come and help him refine and improve. Have ideas for a cruise or suggestions for making SMSA cruises better? This is your meeting. See page 11.

Keelboat Race Planning Meeting

Saturday, February 4,
10:30 AM:

There are 12012 Keelboat races. **Canceled** the and help K **Will Be** m. Come Briere mak **Rescheduled** air Marc ram and the schedu. See page 5.

Yearbook Photos Needed!

2011 photos are needed for the yearbook. Please e-mail photos relating to SMSA to 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

Do you have an idea for the Clew or want to sell something? Please send words and pictures to 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, Roger Bayer, Jolie Homsher and Kristi Yurko.

2012 OFFICERS & DIRECTORS

Edited by Rona Bayer

The 2012 Officers, Directors and Program Chairs officially start their duties January 1st. If you are like me, you know some, but not all of these folks. Here is a short paragraph on each, written by each. For space reasons, this article presents the Officers and Directors. Next month the 2011 Program Chairs will be presented.

SMSA Officers

Jimmy Yurko, Commodore: My wife Kristi and I have been members of SMSA for over 7 years. We enjoy both big and small boat sailing. Most of all we enjoy the camaraderie we get as SMSA members; SMSA is our family.



Over the years, we have become more involved in helping SMSA. I began volunteering as the Clew Editor approximately four years ago. I edited the Clew for about 2 years until I took over the position of Junior committee chair. Our Junior Program over the last two years has seen great success and growth. I intend to use the knowledge and skills I've learned to help promote all the club's programs and activities.

Jeffrey Moore, Vice Commodore: Occupation: Information Technology Manager Air Vehicle Engineering with L-3 Communications. I have a passion for keel and dinghy racing, cruising, waterskiing, fishing and just getting out on the water. I joined SMSA in 2001 initially racing *Island Time* (Beneteau 235) and more recently *Little Latitudes* (Antrim 27). Currently I own a Buccaneer 18, *Kick'em Jenny*, and Laser 191967 that I race One Design. I am still active with keel boat racing, crewing on several club member boats including offshore races to Bermuda and Newport on *American Flyer*.



My goals for SMSA are to continue to improve all the on the water activities, both racing and cruising, to benefit club members as well as to attract and recruit new members. I also plan to work with the Officers, Board of Directors and membership to grow SMSA. I encourage and challenge all members to promote SMSA to help grow membership as well as attend our social events and to get out on the water either cruising, racing or both. We have a great club and with YOUR help we can make it even better! See ya at the club and on the water!

Tim Flaherty, Rear Commodore: Occupation: Sales & marketing, television producer. My wife Lisa and I own *Turnabout*, a Catalina 27. I also enjoy both racing and RC on occasion. My goals for SMSA in the coming year are to increase



membership, increase member participation, improve the value of membership, and make sure our facility is fully utilized.

Betsy Dodge, Secretary: Retired computer programmer. I crewed for several years on *SherMax* and *Toby* before buying *Spinnster* with co-owner Barbara Miller. I enjoy spending as much time as possible on the water in any form, whether it's sail, power, race or cruise. My goal is to make our social events as enjoyable as possible for all members. Some of the best times have been during our Friday socials. Everyone should stop by on Friday evenings and join in the fun!



Roger Bayer, Treasurer: Retired. Rona and I moved to Southern Maryland in 2003 and joined SMSA around 2005. We sailed for over 30 years moving to power in 2002, but we are sailors at heart. We enjoy participating in Screwpile with our boat *Zara*, doing duty over the years as South course signal boat, windward boat and Mount Gay host boat. In 2010, the opportunity to become more active in the club by editing the Clew became available. I strongly feel that it is close to impossible to over-communicate. As Treasurer, it is going to be a challenge to provide the same high level of support as Joe Kubinec has given the club over the last 5 years. My goal is to simplify the Treasurer's job, using current tools, as much as possible and make operational data available real time to all club members.



SMSA Directors

Don Behrens, Director: Occupation: Software Engineer / VP at Heron Systems Inc. My wife Melissa and I have two boys aged 14 & 10 - Sam and Pete. We own and race a *Lightning, Permanent Accessory*. I have been involved with SMSA since about 1986 when I started crewing on big boats during SMSA races as a member of the SMCM big boat sailing team. I joined SMSA just a few years later and have been enjoying club membership ever since. I have pre-



viously served as Commodore, Rear Commodore, Vice Commodore and the Junior Program Chair. I am very involved in the Screwpile event each summer and one day even hope to race in it :) I look forward to helping to define the future direction and plans of SMSA.

Jim Keen, Director: Occupation: Program Manager with GENERAL DYNAMICS Information Technology at Patuxent River. Retired Navy Captain. Member of SMSA since 1978. One son, Matthew, age 20. My wife, Jody, and I have enjoyed racing with our *Foxtrot Corpen* (Beneteau 36.7) crew for the last 9 years. Prior to racing, I had a succession of cruising boats... *Jayhawk* (Columbia 26), *Aileron* (Southern Cross 31), and *Williwaw* (Tartan 3500). We also snow ski, and recently added riding motorcycles to our activities. In my Navy tours, I lived/sailed in many wonderful waterfront sites... Newport, Pensacola, San Francisco Bay, Hawaii, Corpus Christi, Norfolk (ok... not so great). But, nothing matches the Chesapeake Bay as a cruising and racing venue. I look forward to the continued growth of SMSA and to our eventual settlement into a permanent clubhouse on the Island.



David Meiser, Director: Occupation: Engineer. I have three children ages 21, 19 & 7. My wife Jacki and I both enjoy racing our Colgate 26 (*Easy Button*) and our Lightning, (small boat racing). I look forward to getting our son, Henry J, involved in the Junior program. I joined the club with my family in 1973 and crewed for many years before buying my first Lightning in 1996. I look forward to working on finding a permanent home for SMSA so that we can continue to expand the great programs that SMSA has to offer.



Max Munger, Director: Retired Dept of Navy Civilian, former USAF and Vietnam vet. Wife Sherma and I enjoy racing, cruising, gunkholing and most social activities of SMSA including Screwpile. I also sail the Skipjack, RG65 and Victoria RC boats, have held sail training sessions aboard *SherMax*, rewrote the current Bylaws and revised the racing manuals. Long time Treasurer of International Catalina 30 Association, also lucky to be national (racing) champion several times. I welcome all the new members of the club to come sail with us, to learn to race aboard *SherMax*. I hope to expand all our sailing programs and increase participation at all events. Hey! Everybody come to the Friday evening socials at the bar!



LG Raley-Director: As a Director my most important job is to represent the wishes and views of the membership and the fiscal well being of the club. Merrie Ruth

Commodore's Signal



I hope everyone enjoyed the Holidays. It was a high point of the year at the McKinney household, sharing food and fun with family, friends and guests. We reflected on the past year and noted how fortunate we are in light of the current times here and abroad. I believe that all of us in Southern Maryland have a lot to be thankful for. And sailing could be included on the list of unique benefits we enjoy.

As the year comes to a close for the current board, I would like to thank each of the Officers, Directors and Program Chairs for all the time and effort that they've put into the management of SMSA. From the outside I can only hope that it has appeared to be smooth running. I know that it is what we all wish for. From the inside, there have been fun times and some not so much fun. All in all, I've enjoyed the last four years on the Board, yet I wish I could have had more time to devote to SMSA. As SMSA moves forward I will enjoy offering my time to work with everyone to see that our pastime is running smoothly for us and those that will follow us.

I wish the new board best wishes for a smooth transition and with decision making as they take over the reins of SMSA. As the club moves forward, please take a moment to consider how to continue to support and promote sailing locally for years to come.

I will see you at the Annual Banquet on Saturday at Olde Breton Inn.

Clarke

and I have been members of the SMSA for about 30 years. With our children David and Karen, we have been involved in racing (big and small boat) and junior programs. As Chairman of Screwpile Challenge I've promoted SMSA at this top notch racing event which brings out our members to volunteer on race committee, shore side and to race.



Robert "Smitty" Smith Director: Retired Navy Chief, logistics Manager. Have two sailboats *Noon Somewhere* a 34' Ben and *Vitamin Sea* a 19' Front Runner. I cruise *Noon* around the Chesapeake Bay and race *Vitamin Sea* in the Smallboat program. I also have the privilege of racing on *Pursuit* most weekends and *The Riddler* on Wednesday nights. Carol and I have been member since 2002 and have enjoyed the friendships and fun we have had ever since. I have previously served as Commodore, Rear Commodore, Vice Commodore and look forward to working as a director in support of the membership and help mold SMSA's future. I would like to see SMSA grow its membership and help us find a home in the long term.



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 or jodyskis@hotmail.com

There is still time to sign up, but not much! If skiing at Seven Springs sounds good to you, call Jim Keen NOW. If you can give him full payment information by January 6, you are skiing in February!

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



Who Are You Going To Call?



Officers

Commodore

Jimmy Yurko:
240-434-1312.

Vice Commodore

Jeff Moore: 301-481-1354

Rear Commodore

Tim Flaherty: 301-481-7474

Secretary

Betsy Dodge: 410-326-9686

Treasurer:

Roger Bayer: H 301-934-3925 C
203-561-9241 F 301-560-6500

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

Smitty Smith: 301-863-8285

Program Chairs

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

Communications: Kristi Yurko: 240-725-0475

Cruise: Rod Schroeder 410-326-0167

Facilities: Jolie Homsher 301-481-8609

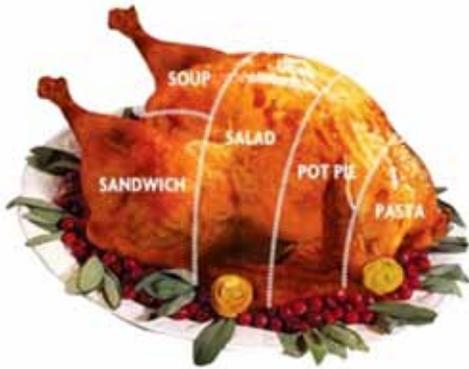
Junior: Rob Miller W 301-995-6248 C 301-641-7781

Membership: Ellen Aulson 410-326-2383

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

Social: Carol Smith W 301-737-8893 C 301-672-5874

Training: Jennifer Marbourg-Miller W 301-757-2812 C 301-481-9539



Turkey Time!

by Kristi Yurko

The final Commodore's Dinner of 2011 was held on Thursday, December 15th at the SMSA clubhouse. The theme was "Turkey Time" and many creative uses of leftover turkey appeared on the table. Other contributions of veggies, bread, and dessert also arrived which rounded out the meal, creating a festive atmosphere and break from holiday stress. The night was a nice way to wrap up the year with friends in the midst of the hectic holidays. We hope to see you in January when the Commodore's Dinner moves to Friday.

Junior Planning Meeting, 7 PM, January 31 What Will We Do With The Kids?

2011 was a very successful year for the Junior program. It was so successful that Junior Chair Jimmy Yurko decided to quit while he was ahead, giving the excuse that he was going to be too busy with some other job. The 2012 Junior Chair is Rob Miller, who had worked with Jimmy running the program. Rob needs your help!

Please come to the Junior Committee Planning Meeting and help Rob do the job even better than Jimmy. What should be added to the program? What should be dropped? Bring ideas to share

Keelboat Race Planning Meeting Saturday, February 4th, 10:30 AM

The December 20 changes to the 20 **Canceled** ced several important
The format of the **Will Be** ing program.
Commodore's Cup **Rescheduled** ce and the Vice-
of the Fall Middle have been shuffled.
Keelboat Chair Marc Briere has been working hard to
develop a superior racing program.

February 4th is your chance to meet face to face and discuss what you like about the program in past years and what you would like to see changed. Come and discuss ideas for a better program with Marc and your fellow captains. If you can't make the meeting, email your thoughts to Marc at keelboatrace@smsa.com or call him at 410-495-7672.

Commodore's Dinner

FRIDAY

January 20th, 7pm



Theme: New

Try something new! Bring a dish you've never made before! Be Creative!

FRIDAY

February 17, 7pm

Theme: Getting Hot in Here!



It's February and it's freezing cold! Bring something "Hot" for dinner and warm the place up!

Freeze Your Bucc Off!

by Jimmy Yurko

Sailing Buccaneers on December 10th in Solomons Island Md.....are you "Bucc'n Crazy"? Apparently we are.....

It was an early December war of attrition. We set out early in the morning to race in the third annual SMSA "Freeze Your Bucc Off" regatta. There were eight boats scheduled to race. Gus Rappold of Long Island, NY left home around 4:00 in the morning to make the trip. His early morning voyage set him up to be the first in the yard rigging his boat and testing all the systems before anyone else showed up. Eric Smith's team, *Dragon Warrior* woke up and saw the thermometer.....and much like a tired groundhog decided it was time for at least 6 more weeks before going back outside! Regatta organizer and *Christopher Dragon* skipper Jim Whited was up early to make sure all the race equipment was ready to go before the frost, and his crew, had thawed. John and Andrew Herbig were suited up for a frigid battle as they rigged *Dragonfly*.

The boats began to hit the water. First in was *Dodgem!!*, whose skipper made the grave mistake of letting the boat slip to the leeward dock which created a very much uphill paddle to get away. Observing his mistake *Irene*, *Mariah*, *Lunatic* and the rest made the better choice and launched to the windward dock. In this mix "Freeze Your Bucc Off!" defenders *Kick'em Jenny* never hit the water.....The cold air and brisk breeze made them choose for a dryer ride offering up services (and Jeff's boat) to be crash boat drivers. Their decision would prove to be prudent...and appreciated especially by Robert Herbig since he now didn't have to be the lone man on a Carolina Skiff. The six remaining contenders began the dance for the downwind start shortly after eleven a.m..

The first race through the creek past the marinas was exciting. The wind was brisk and shifty. The NNE wind left plenty of opportunities for passing lanes, and avoiding holes from the land around



Mark Gyorgy's *Mariah* leads Jim Whited's *Christopher Dragon*.

the edges and islands in the harbor was critical. John & Andrew Herbig (*Dragonfly*) proved to be quite skillful passing Mark Gyorgy's *Mariah* who had established a lead upon the start. *Dragonfly* established her lead rounding the small island "Ma's Leg" just before the mouth of the harbor and never gave it back. Only 2 boats launched their spinnakers in the harbor. The shifts proved to make the slight improvement in speed negligible due to a loss of maneuverability early in the race. Once on open water out of the harbor mouth, the spinnakers began to fill and the trailing boats closed their gap. As we approached the finish line, at the furthest point from shore, the wind was strong enough for us to finish on a full plane.

Races 2 through 4 were conventional 2 lap windward/leewards and the building breeze brought plenty of excitement. The cold waves breaking over the rail of the boats sent the first boat, *Dragonfly*, back to the bar early...too cold, too soon. At the start of Race 3 Jeff Neurauter's *Irene* capsized, recovered, and retired...to the club and hot showers. After a short postponement to assure that *Irene* made it back to shore safely Race 3 resumed...but on the first downwind *Christopher*

Overall Results

1. (8pts) <i>Lunatic</i>	2, 1, 2, 2, 1
2. (9pts) <i>Dodgem!!</i>	3, 2, 1,1,2
3. (20 pts) <i>Mariah</i>	5, 4, 3, DNF, DNS
4. (22 pts) <i>Irene</i>	4,3, DNS(too wet and cold),DNS,DNS
5. (23 pts) <i>Dragonfly</i>	1, DNF(the bar was more comfortable), DNS,DNS,DNS
6. (25 pts) <i>Christopher Dragon</i>	6,5, DNF(upside down is very stable),DNS,DNS,DNS
7. <i>Kick'em Jenny</i>	Wised up, took the powerboat
8. <i>Dragon Warrior</i>	Too smart to leave the house. (Came by later to show us a new cool party game)

Dragon capsized. We finished the race, and the remaining boats, *Dodgem!!*, *Lunatic*, and *Mariah*, rafted up along the RC. We dropped our sails & enjoyed some hot chocolate while the crash boat crew worked to get *Christopher Dragon* and crew out of the water and to safety.

Race 5 started with 3 boats, finished with 2. *Mariah* approached the windward mark, realized that they were over halfway to the club and decided that was a perfect time to “shorten course”

Race 6 was a match race. *Lunatic* and *Dodgem!!* started at the race committee boat, but the finish would be at the bar! The first crew to the bar would win the race. *Dodgem!!* took the lead at the start with a port tack crossing of the start line, closest to the boat, and was able to hold the lead across the open water and to the harbor mouth. *Dodgem!!* wasn't able to clear the port side shore while entering the mouth and was forced to tack giving *Lunatic* an opportunity to close the gap. The boats were side by side entering the narrow channel at the last portion of the leg. Just a few hundred yards to go, neck and neck racing. In a channel that was only 3 boatlengths wide it was a tacking battle. *Dodgem!!* squeezed out a 2 boatlength lead as they approached the dock, and was first to touch the dock...but *Lunatic* showed just how appropriately named she was. *Lunatic* made a full speed....dock line-less landing as crew Kyra Tallon leaped like a flying squirrel to the dock. Kyra's dash for the bar would have made a cheetah proud. At the bar she picked up two victory beers.....and sealed the win.

We enjoyed a great time on and off the water. Hot food, cold beer & games for all lasted hours. A special thank you goes out to Norm Dawley for bringing out the RC boat, Jeff Moore for bringing his skiff to be the crash boat, Robert Herbig, Rob Miller, Jolie Homsher and Mike Pleva for all the support help.



Jimmy & Kristi Yurko's Dodgem!! leads Gus Rappold's Lunatic.



TRAINING CORNER

Bartending Basics

January 28th, 10am

Race Management

February 11th, Noon

Racing Rules

February 26th, 5:30pm

Coming Soon:

Race Management (2nd Class)

First Aid / CPR

MD Boaters Safety

Intro to Racing

Basic Tactics

How Fast Do You Want To Get Paid?

By Roger Bayer

Joe Kubinec has done a fantastic job as Treasurer over the last five years. The job is technically complex as it involves keeping both a Quickbooks and a very complex Excel budgeting model current. These systems are used to produce reports for both Officers and Chairs, plus reports posted on the Forum for all the membership. Five years is a long time, probably the longest that any Treasurer has served. Joe decided that it was time to rediscover some of the fun things in life, like sailing.

It turned out that I was the only club member that would admit having deep experience with both Quickbooks and Excel. From that aspect, I am a good replacement for Joe. As this article is being written, I have been paralleling Joe's transaction work with a newer version of Quickbooks and Excel for two months, with no problems. So why this article? What does it have to do with you getting reimbursed for funds you have laid out for the club?

Reimbursement requests have generally been placed in the lockbox under the bar or mailed to Joe. At least weekly, Joe would go to the mailbox to get the mail, and then distribute it as appropriate, keeping the reimbursement requests as well as other bills. At least weekly, Joe would go to the clubhouse, gather up bar receipts and reimbursement requests from the lock box. This has been a good system.

The challenge is that I live roughly an hour from the club. To do what Joe has been doing means two hours of driving plus about \$12 in fuel. So the system has to be modified. Nobody likes change, but then again, nobody else raised their hand for the Treasurer's job.

The fastest way to get reimbursement is either to scan invoices/receipts then email them to me, treasurer@smsa.com or to fax them to me, 301-560-6500. I have a service that will catch the fax and send it to me as an email. The next fastest way is to mail the invoice/receipt to me: Roger Bayer, 7795 Locust Place, Port Tobacco, MD 20677.



You still can mail invoice/receipts to the club's post office box or place them in the lock box. Betsy Dodge has agreed to check the post office box each week. Max Munger will check the lock box, deposit the bar receipts in the bank and send me requests for reimbursements by US mail. I cannot tell you how much their help is appreciated.

All of the above goes into effect after the BOD meeting on January 9th. Also, in the past your reimbursement would be in the form of a SMSA check. I intend to use online bill paying, so your check will be in the form of a bank check. Most likely the envelope will have an Old Line Bank return address.

The Best Job in the Club is Available!

By Roger Bayer

Would you like to get more active in the Club? Do you generally enjoy going to club events? Well, maybe you would be interested in managing the Clew. Don't let this suggestion scare you away until you read the whole article. The job consists of gathering articles and photos from members, then helping get the Clew done.

This invitation is being written because I have taken the Treasurer's job and need to give up managing the Clew. Unless the new Clew Editor wants to do the physical page layout, I will continue to do this task.

Most people think that the major job of managing the Clew is doing the layout. It really is a relatively small part of the job. The layout job is roughly equivalent to doing the scorekeeper's job in a racing program. You can't have a race program without a scorekeeper; however the race chair has a lot more responsibilities as does the Clew Editor.

The major task of the Clew Editor is to determine what the members would like to know and encourage other members to provide the information. To a very large

extent this is done by attending club events, the most important being the monthly BOD meeting. If you enjoy coming to the club and are interested in what is happening with the club, this is the job for you!

When you attend events, listen for discussions on subjects that would likely be of interest to the membership, and then invite one or more parties in the discussion to write an article. Generally, if I hear a conversation or presentation that includes new information, I assume that the information would be interesting to other members.

The second source of Clew content is the club calendar. The calendar announces both meeting and social event dates. Asking the member running the meeting or event generally will yield an article.

So, let me repeat, if you enjoy participating in club activities, Clew Editor is the best job in the club. This was Commodore Yurko's first major job as it was mine. If you think you might be interested, but are not sure, call me at 301-934-3925 or send an email to clew@smsa.com

Join us for a night of intrigue at SMSA's Murder Mystery Event

"Sailing Can Be Murder"

SMSA Clubhouse, 14490 Solomons Island Road, Solomons, MD 20688

Laugh
Act
Interrogate Suspects
Sleuth for Clues
Solve Whodunnit

Saturday, February 18, 2012

Doors: 6 PM
Mystery & Captain's Tapas Reception: 7 PM
Cocktail Attire Recommended
Singles and Couples Welcome
Advance Reservations Required by February 3rd
Cost: \$26 pp
Reserve any Friday @ Happy Hour
Or credit card via www.smsa.com

www.whodunnitforhire.com

MURDER!!!

By Hannah Schneider

"Sailing Can be Murder": A night of dinner with intrigue at SMSA's Murder Mystery Event

- Your job: Laugh. Act. Sleuth. Interrogate Suspects. Determine Whodunnit.
- When: Saturday, February 18, 2012
- Doors Open: 6pm
- Tapas Reception: 7pm - Serving Mediterranean Penne Pasta, Meat & Cheese, including a baked brie, and Blackberry BBQ Shortrib Phyllo Triangles
- Cocktail Attire Recommended
- Advance Reservations and payment needed, by February 3rd
- Cost: \$26/pp. Reserve and pay any Friday at SMSA's Friday Night Social Or at your convenience, by credit card via www.smsa.com

The scenario: The members of SMSA are gathered for a party Saturday, February 18 in the club house. But things go horribly wrong. Someone stumbles into the party and dies! Suddenly the club house has become a crime scene and no one will be permitted to leave until the killer is caught. A number of people at the party seem to be likely suspects*. Unbelievably, an SMSA member is a murderer! The question for each guest is... whodunnit?

Join us as we search for clues, interrogate suspects and solve whodunnit in "The Search for a Sinister Sailor."

* Please consider being a suspect! If you are loud & gregarious, you are perfect! Simply send hannah.bulyenko@gmail.com your email address OR leave your email address when you make your reservation at the bar, and you will be sent a role. In advance of the mystery you'll get basic information and the night of the mystery you might just find out that you are the murderer! Sign up today.

Moving To The Dark Side

By Roger Bayer

Ever look at those stink potters and wonder what it would be like to boat in that world?

About nine years ago, a combination of physical and other issues made us decide to sell our Peterson 40 and move to power. In 2002, we purchased a 1993 Carver 430 which is a 43' boat that has another 4' of swim platform and bow pulpit. We had owned a series of cruising sailboats over the previous 30 years, buying an O'Day 23 in 1972.

There are both pros and cons comparing power to sail. The most important pro for us is living space. At the time we purchased, we knew we would be moving to Maryland and there was a high probability that we would build our next home. We needed something that we could live on for months, if necessary. A powerboat hull has a pointy end that quickly opens to the maximum beam and carries that beam to the stern. This makes for much more living space. It is basically like living in a very small apartment that has great views. So, of course, we bought a "used" home, closing on our house in Connecticut, then driving to Maryland and immediately closing on our new home. We lived on the boat for about two weeks.

Interestingly the living space advantage moves to the sailboat as the overall length of the boat gets shorter. Sailboat engines are small, leaving more room for living. A typical 30' sailboat has much more living space than a 30' powerboat. However, depending on design, as a power boat gets above 40', there is much more living space as compared to an equivalent size sailboat. Of course, until the boat gets much larger, servicing and maintaining those buried huge engines can be a challenge.

The biggest con is that it is very boring getting from place to place. I layout the course on the chart plotter, get up to cruising rpms, engage the autopilot and sit there, watching for other boats and crab pots. Getting from A to B under sail is much more interesting, plus under power you never get the exhilaration of sailing a perfectly balanced boat on a broad reach.

The other con is the cost of fuel and maintenance. We typically fill up when we get near to half a tank (actually, half of three tanks). Usually it is about 175 gallons of diesel. At \$3 a gallon, that's \$525. Fuel costs can be controlled by lowering boat speed (rpms) By dropping our cruising rpms to 1,800 instead of 2,100, we double our mileage from half a mile to a gallon to a mile a gallon. Our cruising speed dropped from 12-13 knot to around 10 knots.

Maintenance is much higher because there are more systems; they are larger and more complex. For example, each engine takes 3.5 gallons of oil. To winterize the fresh water system and the raw water side of the engines, genset and air conditioning system takes 36 gallons of antifreeze. Zincs are an issue. All of our sailboats had one zinc on the prop shaft. Our Carver's engines each have four zincs. Outside, in addition to the shaft zinc, there are zincs on both rudders, both trim tabs and a large plate bolted to the hull.



Zara on Screwpile duty.

While getting from point A to point B might be boring, handling at slow speeds can be very interesting. A sailboat has a keel and a very large rudder, compared to a powerboat rudder. This gives you steerage at speeds well under a knot.

The first challenge with our boat is that with the throttles in dead idle, the speed is over 5 knots. You have to get out of gear to slow down. When you get down to below a knot, your rudders are worthless. You steer by taking the engines in and out of gear. When backing into a slip, the port engine pushes the stern to the left, the starboard engine pushes to the right. It's actually kind of fun because of the challenge.

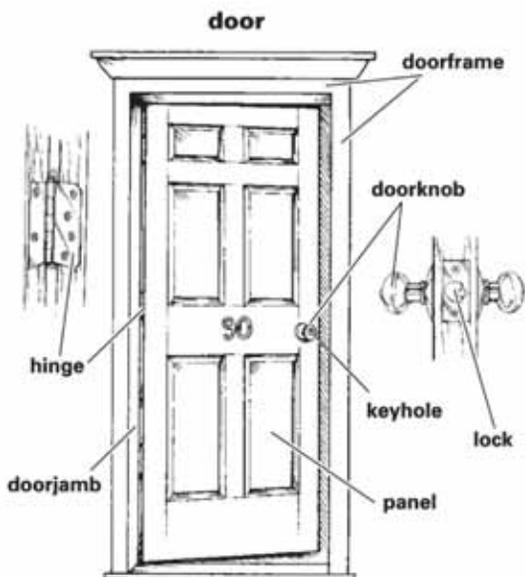
It has taken me six – seven years to get comfortable with where everything is that makes the boat go. But all things considered, we are happy with her. She keeps us on the water. She is a great second home and she is a pleasure to cruise. Plus she makes a great RC boat for Screwpile and other events.

Lose A Door, Gain A Door!

As most SMSA members know, our clubhouse started life as a boatyard. Part of the front room was a ship's store, the back part of the front room and the large back room were boat service bays. When members converted the building from a boatyard to a clubhouse, decisions were made to leave some changes undone until we lived in the clubhouse for a while. These decisions resulted in two unique features: the bar work area's

exterior wall is a garage door and the only entrance from the North side to the back room is another garage door.

While the bar garage door is never opened, it is still a fine entrance for insects and who knows what else. The door, which is metal, helps keep the bar warm in the Summer and cold in the Winter.



Our new back door will be something like this.

We are not changing the garage door on the North side of the building. It is very useful for moving large items, such as small boats, in and out of the clubhouse. However, under certain weather conditions, it is inconvenient to have to open it to allow members to go in or out of the building.

What to do? Our landlord has given permission to replace the bar door with a wall and add a new door to the North side, but could we justify a large expenditure? The solution is the same solution that has kept our membership dues well below any other club of our type. That is, do it ourselves. Happily we have skilled members, such as Commodore Yurko and Jim Whited, among other willing volunteers, who can make it happen. The cost of materials to remove and add the doors is minimal. With our members volunteering their skills and labor, the cost to the club will be minimal. Look forward to a better clubhouse in 2012.

Cruise Planning Meeting, Saturday, February 4 at 0900

By Rod Schroeder, 2012 Cruise Chair

All SMSA sailors, cruisers, and wannabe cruisers are invited to help plan our 2012 season of on-the-water social events (i.e. Cruises). We will convene at the clubhouse at 0900 on Saturday 4 Feb. Coffee, tea, and pastries will be provided. Think about where you would like to visit or explore with your SMSA shipmates during the season, and please consider volunteering to be a cruise leader. Generally, the most difficult part of being the cruise leader is deciding on what time happy hour will start.

The purpose of this meeting is to both discuss how to make the cruising program better in 2012 and to set the schedule of cruises. The schedule needs to be a good mix of local overnights, long weekends, and some extended cruises. Dates and cruise plans need to be set for traditional cruises such as the

Memorial Day and Labor day cruises. New cruises need to be discussed and added to the program.

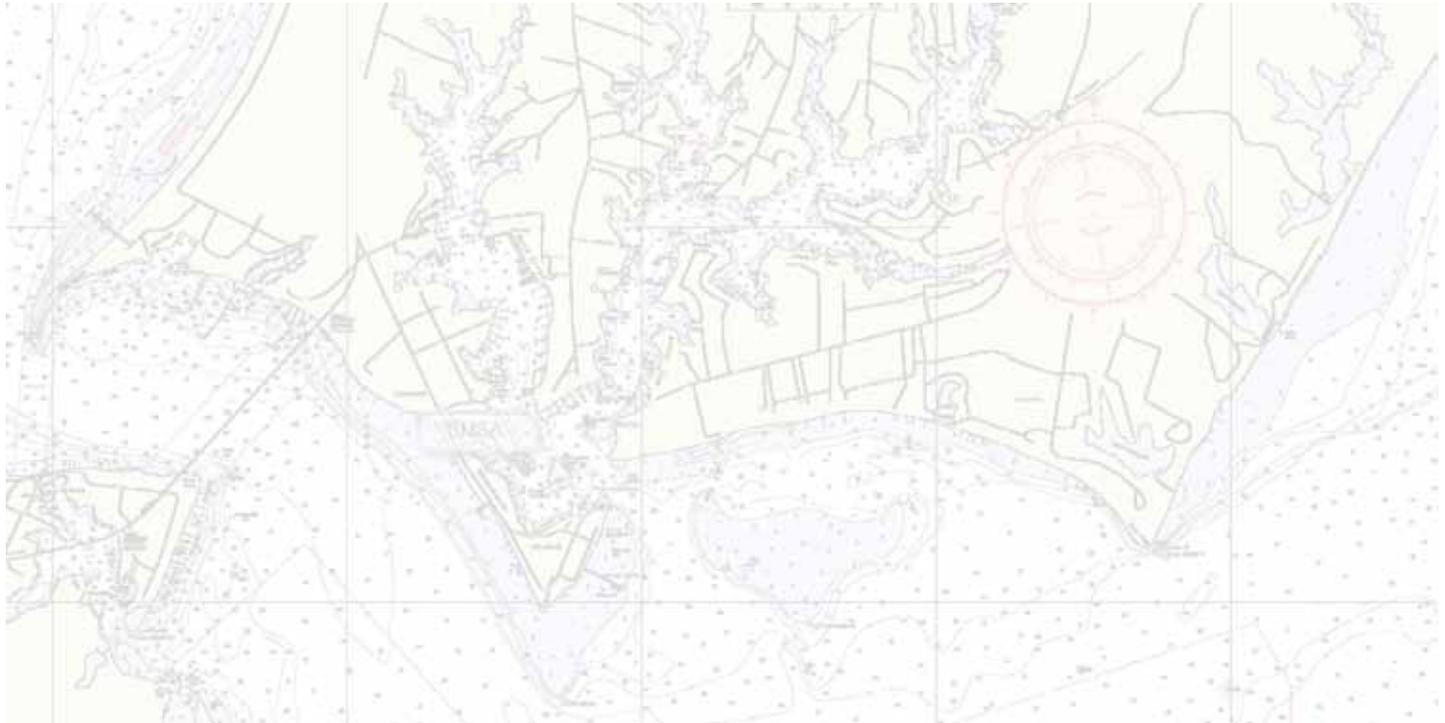
As important as planning individual cruises, we need to discuss the overall program. What has been good about the program and should be kept. What is bad and should be eliminated. What should be added to make SMSA cruising even better.

The cruise program belongs to the cruising membership, so your input and participation is important to the success of the program. Hope your winter sailing projects are going well. Looking forward to seeing you on the 4th. If you can't make the meeting, please send your comments and suggestions to rodschroeder@comcast.net, or call me (Rod) at 410-326-0167.



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

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January 2012 Volume 42 Number 1

January			February		
1 Sun	Laser Hangover Regatta	1:00	3 Fri	Social at SMSA	5:00
6 Fri	Social at SMSA	5:00	4 Sat	Cruise Planning Meeting	9:00
7 Sat	SMSA Annual Awards Banquet	6:00	4 Sat	Keelboat Race Planning	10:30
9 Mon	BOD & Program Chair Meeting	7:00	10 Fri	SMSA Ski Trip Starts	
13 Fri	Social at SMSA	5:00	10 Fri	Social at SMSA	5:00
15 Sun	Clew Input Due		11 Sat	Race Management Seminar	12:00
16 Mon	Membership Renewals Mailed		13 Mon	BOD & Program Chair Meeting	7:00
20 Fri	Social at SMSA	5:00	15 Wed	Clew Input Due	
20 Fri	Commodore's Dinner	7:00	15 Wed	Membership Renewals Due	
27 Fri	Social at SMSA	5:00	17 Fri	Social at SMSA	5:00
28 Sat	Bartending Basics	10:00	17 Fri	Commodore's Dinner	7:00
31 Tue	Junior Committee Meeting	7:00	18 Sat	Valentine's Murder Mystery	6:00
			24 Fri	Social at SMSA	5:00
			26 Sun	Racing Rules Seminar	5:30

For more details: Go to www.smsa.com, then click on Calendar, then click the item that interests you.