



# The Clew

## **Smallboat Rigging Party**

Saturday, March 13 @ 11am—2pm

---

## **SAILING RETURNS—Frostbite Races**

Sundays, March 14, 21, 28; April 11

Check your 2020 Race Circular for details

---

## **Commodore's Dinner (tentative)**

Friday, March 19 @ 6:30pm

Check your email and SMSA Calendar for any changes

---

## **Sock Burning Event**

Saturday, March 20 @ 5:37am

Check your email for additional details

---

## **SMSA Opening Day / 2020 Sailing Awards**

Saturday, April 3, 2021

Check your email and SMSA Calendar for any changes

---

## **Happy Hours Continue**

Friday's 5:30—8:30 pm

Last call at 8:20 pm. At 8:30 pm we kindly ask members to depart so the club can be sanitized per CDC Guidelines

---

**Please continue to watch your e-mail for any changes due to COVID-19**  
**NOTE: Since COVID we do not publish and send hard copy Clews.**



## Commodore's Corner

By Marc Briere  
commodore@smsa.com



Lots of great updates throughout this newsletter!! I'm excited to see the momentum building behind the scenes as our program chairs and their teams prepare for 2021. Everyone is working toward a full calendar of activities, events and membership offerings.

Chris Staley, our Rear Commodore, has reviewed our COVID Policies with Jim Whited and John Blaney. They have recommended to the board that we relax some of the facilities utilization restrictions for our Happy Hours to coincide with the realities of CDC compliance that we all experience in restaurants and bars at this stage of the Maryland Recovery Plan. Check out the updated Policy document online and read about some of the changes in Jim's article. We are still working out the final task assignments for some of the many that Robin had done through the years. Thank you to Jim for picking up the weekly newsletter to communicate Bar activities this week while we determine who is picking that one up.

Peter Quinn, our Vice Commodore, is working with his programs for our on-the-water activities preparations and reviewing our paperwork. One item he discovered is that we have several programs who could use some of our club owned assets but their use is restricted by informal assumptions of "ownership" that need to get codified formally with transparency to membership so that it is clear when programs have primary use of assets and when membership can access and use them. We are also reviewing our training and sign-off procedures for using club resources to ensure we don't create liabilities by assuming members are familiar with equipment and resources. Check out the articles with updates to our many on-the-water programs in this month's clew.

There are several articles about keelboat scoring/handicapping systems that Dan Shannon wants us to consider for this racing season. This includes changes proposed by Jim Whited this past weekend as CRCA fleet captain to market a change to the rating system we use (ORR) that differs from what we've used in the past (PHRF). To give our membership an opportunity compare apples to apples, Dan Trammell is working with Jim to provide a clearer comparison of PHRF and ORR ratings for our current racing fleet. Norm Dawley has summarized his 50 years of experience yacht racing in multiple handicap rating systems. Peter has an article that presents his perspective on what motivates owners and crew to race in the first place. The goal is to have a good discussion amongst membership and then vote by racers on what we will use for scor-

Continued on page 3

ing in the 2021 season.

We will be reviewing and making change recommendations to the membership categories and their associated privileges. I want to make sure we have full transparency to the voting membership as to the access being given to the clubhouse and club assets for each membership type. We will put to a special vote the benefits of special or limited memberships that our voting members are willing to offer for the fees collected.

As with many of you, Team Cheetah is working hard to prepare for another racing season. We are looking forward to see if all the changes, and all the fiberglass dust, will make a difference when we get her on the racecourse. Hope the weather lightens up and we can all get our boats and club assets ready for Frostbites in March, our 2021 formal and informal keelboat and smallboat season, interscholastic events, summer camp and our very popular cruising season!

Please Continue to Take Care of Yourselves and One Another.

Stay Healthy and Think Sailing!

*Marc*



Have you moved?  
Changed your email address?  
Have a new phone number?  
Got a new boat?  
Send any changes to  
[membership@smsa.com](mailto:membership@smsa.com)



Need to register for racing or storage?  
Everyone must register regardless of  
how you pay your fees (yearly or  
monthly)  
Contact Dockmaster to coordinate your  
storage needs. (see pg. 5)

**If you haven't received an email with a code to verify your current data in the membership database and register for racing and/or storage, please contact Membership ([membership@smsa.com](mailto:membership@smsa.com))**

## **MEMBERS CORNER**

This is a new section of our newsletter to help highlight important information for the membership.

- Policy Manual: an update manual is now available on the SMSA Website (Change 30 dated 11 January 2021)
- COVID-19 Guidelines: an update document is now available on the SMSA Website (Change 5 date 25 February 2021)
- 2021 Annual Membership Dues and Annual Fees due by March 31, 2021 (see page 8 for details)

\*\*As of March 1, 2021, the Officers, Directors and the Program Chairs, will have the combination to the Clubhouse should you need access.

---

---

## **2021 SMSA Yard Storage Announcement**



The 2021 Small Boat season is coming up and it is time for the **annual yard assignment lottery** as prescribed by club policy. Please email your request for 2021 yard storage to Dockmaster Mark Witte at [dockmaster@smsa.com](mailto:dockmaster@smsa.com).

Registration is also required to pay for your spot when assigned (see pg. 4).

**VICE  
COMMODORE**



**Peter Quinn**

*Vice Commodore*

vicecommodore@smsa.com

Why Do We Race Sailboats?

After 35 year of passionate participation in our sport, recent engagements with fellow sailors and organizations on the waterfront have made me pause to address the question "why do I race sailboats?"

I am guilty, as others, of often answering this question with a reflexive response from one of the socially accepted quips: "Sailing fills my soul" or "I have a passion for all things of the sea..." or "I love the science / art /competition / friendships / journey".... Etc....

When answering socially, these are fine answers. But when heading out on the water for the day, I have learned to demand a more honest and focused answer from myself and crew - as our ability to answer the question "Why are we going racing today" directly impacts the level of happiness and joy we find in the sport:

"Today I want to enjoy a few hours on the water with friends"

"This evening, my goal is to beat Joe/Jane boat for boat"

"Today I want to get around the race course without a bad tack/gybe"

"Today I want earn a podium finish"

"Today I want to see a good sunset and not break anything..."

Over the past decade of welcoming new sailors to racing through a non-profit Veteran program, I have learned that if I and my crew answer this simple question together, before we pull away from the dock, our priorities for the event are set and mutually understood. As our race day unfolds, we can place events in context and grade performance against our own scale -which has nothing to do with the RC, competitors, or our handicap rating.

When I do not take a moment to answer the question "why", I have learned that I open the door for my crew and myself to focus more on negative aspects of the race, which then can spill into conversation at the bar afterward. (Not adding to anyone's fun factor!)

Continued on page 6

Statistics are not in my favor as a casual racer (non-pro skipper for 2-3 major events annually on various boats) to consistency achieve a podium finish each time I venture out to the race course. So by setting straight forward goals, I give myself and my crew a way to recognize success every time we hit the water. In kind, I am more content with my personnel investment of time and funds; and more likely to be a positive attitude in the post-race social banter.

As Vice Commodore and in the spirit of supporting a healthy tone in our club, I remind everyone that we all head out to sail on our own accord. As owners and crew, we each make daily decisions about the level of time and personnel resources we dedicate in the name of sailing. We each choose our vessel to suit our individual liking and budget. We choose destinations and the type of sailing to match our goals and skillset. While the industry and institutions greatly impact the cost and structure of our sport, our individual return on investment (ROI - ie happiness factor) is measured ONLY by the standard we set for ourselves.

From observation, and my own trials, I have learned these simple truths about racing.

1. Those who prepare, optimize, train and invest in crew and boat will win in all rating systems.
2. Just because you pay more, does not mean you will get better results.
3. A boat's performance can be theoretically calculated, but crew talent & performance is a MAJOR variable.
4. If you race for a life time, you will still have much to learn (and you may still not be the best in the in that fleet).
5. If you desire to race on a (near) level field without major cost, sail One Design in a very controlled fleet (ie Shields in Newport).
6. Getting to the startline will cost "X" dollars and to get to the podium the cost in time, effort, study, maintenance and dollars will exponentially grow with each podium position.

Over the past few years, the debate about "fairness" of handicap racing, seems to include aggressive talk from too many of us who are unhappy with our ROI after a day of racing. From my perspective the rating debates and "fairness" discussions of our amateur sport are again intensifying to a point where it is suffocating the joy for many - so I will not get into any aspect of that debate here. However, I argue the concept that a rating system drives our potential success in the sport of sailing is

Continued from page 6

FALSE. Especially, if we recognize that we individually get to define "success" each day we sail.

Whether we purchase a \$500K yacht or a \$5K boat, we can still race on the same course along with the wide cast of characters in between. Handicap racing is designed so that our sport can have a "bring what you have" type of participation, and for that we should be grateful. (The other option is that we all must invest in the same One Design)

We all purchase boats that appeal to us on an individual level. Considering how few can really afford to jump from boat type to boat as an owner, handicap racing is a great opportunity for all of us to partake. But before we go to the start line, we must also accept the realities of racing, and not wish them away. While these realities are not what defines our story of success or failure, nor dictate our recognized ROI-without acceptance of these truths, we will all find disappointment more than joy.

So I offer challenge every member racing at SMSA - before we leave the dock each day, actively answer "why do I/we sail today?"

Kind Regards-

Peter Quinn  
Vice Commodore  
SMSA



## **PERPETUAL TROPHIES**

If you still have a perpetual trophy and have not been able to get it back to the clubhouse please contact our Vice Commodore, Peter Quinn ([vicecommodore@smsa.com](mailto:vicecommodore@smsa.com)) or Rear Commodore Chris Staley ([rearcommodore@smsa.com](mailto:rearcommodore@smsa.com)) to arrange for their return. We need them back as soon as possible.



## Its that time again!

**2021 Annual Membership Dues and Annual Fees are due by March 31<sup>st</sup>.**

There are no changes to dues or fees for 2021.

Members wishing to change from the lump sum payment to installment payments or modify their installment payments: Please submit forms by **15 March**. Forms are available on the SMSA Website ([smsa.com](http://smsa.com)) Membership page via the Payment button.

See the Membership page at [www.smsa.com](http://www.smsa.com) for more information.

Please contact Membership at [membership@smsa.com](mailto:membership@smsa.com) with questions.

REMINDER: Membership year runs from April 1, 2021 — March 31, 2022



## **SMSA MERCHANDISE PRE-ORDERS!!**

- Need a new t-shirt, tech shirt, polo, or fleece vest?
- Want a shirt in a special color?
- Did you lose your hat in the last race?



Now taking Merchandise Pre-Orders!

Order your SMSA merchandise by May 28<sup>th</sup> for delivery mid-June.

Watch the SMSA website for a list of our current inventory for purchase.

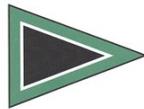
Contact [membership@smsa.com](mailto:membership@smsa.com) with questions on sizes, colors, and for other unique personal items.

## **BRRR!!!! It's cold outside!**

### **Need a new stocking cap?**

SMSA has added Knit stocking caps to our merchandise lineup!

\$15 for unlined, \$20 for fleece lined; Available in Black or White.



Available with the SMSA Burgee or support the High School sailing team with the Patuxent Burgee.

## CRUISERS CORNER



**Carl Kemp**  
*Cruising Chair*  
cruise@smsa.com

The 2021 Cruise Schedule is being finalized and will be available in the 2021 SMSA Yearbook and on the SMSA Website under the Cruise tab. Thanks to all the Cruise Leaders for the time and effort spent on planning the cruises.

The impact of the Coronavirus is still with us. However, following the successful cruises in the second half of the 2020 cruise season, and adhering to the current precautions and guidelines, fourteen cruises, covering the entire bay, are scheduled for this year. The cruises range from two and three days with various distances and destinations, to a ten-day cruise around the Southern Bay. One cruise, the Mixed Couple Race to Battle Creek, incorporates a race with the usual cruise activities. Anyone interested in cruising should be able to find a cruise on the schedule that fits their needs.



In addition to the schedule, there is a wealth of information and pictures of previous cruises in the Cruise Section of the SMSA website, the SMSA Yearbook, and in past issues of the Clew. If you want to find out more about our cruising program take the time to take a look.

SMSA Opening Day is only a month away. Soon boats will be back in the water. What a great time of year.

A late arrival for the 2020 cruise awards, please congratulate Chris Eggert & Crew on Destiny who logged 2000+ miles.

Until then,

**Think Cruising!**

## KEELBOAT RACING



**Dan Shannon**

*Keelboat Race Chair*

keelboatrace@smsa.com

Greetings, fellow Keelboat Skippers and Crew. Countdown to **First Spring Frostbite race is March 14<sup>th</sup>**, two weeks away! We will still operate the race committee under COVID conditions. Race course and flags will not be used. The race committee will announce race course and start sequence over the radio on Channel 72.

**Race Fees:** You've got to **pay to play** in our racing program. If you pay your race fees monthly, great. If you pay annually, like me, please visit our website with your credit card. Another cost that is due this time of year is your **PHRF certificate**. I like the two-year PHRF cycle, but I always forget which year I am in. Dig out your certificate or look online at [www.phrfchesbay.org](http://www.phrfchesbay.org).

**Race Program:** We are returning to post COVID-19 racing schedule. What does that mean? Full race schedule starting in March with the **Spring Frostbite Series**. High point scoring will be back in 2021. Wednesday Night starts will return to the 5-minute start sequence. We will continue to **follow SMSA COVID procedures** until SMSA leadership changes that policy. So, Mask up! Racing schedule was emailed to you mid-January and is posted on SMSA website.

**Race Committee:** Thanks to Rakali, Cheetah and Elan for race committee on our Spring Frostbite series. Wild Horses, The Doghouse and Cheetah have signed up for the first 3 Wednesday night races. We have race committee openings for our first weekend races, **Little Choptank and Spring Invitational**. If there are more SMSA or non-members who would enjoy helping out with race committee on a regular bases, please contact me at 301-481-8824 (text or call). I will provide the training for all the parts of race management.

**2020 Trophies:** The SMSA board decided to award the 2020 racing trophies at our **2021 Opening Day April 3rd**. Presenting trophies via Zoom was going to be difficult. Hopefully, COVID posture, will be different in April allowing us to recognize racing teams of their 2020 achievement.

**Planning Meeting:** Thirty (30) SMSA members participated in a Zoom Keelboat planning meeting. The main focus was on sailboat rating/handicap systems available to the club. There is additional information with this month's Clew to help us all understand what we use now (PHRF) and what we could use in the future. We will be reaching out to all members with a survey to gather your input before making a decision.

Enjoy your boat preparations! See you on the water soon!

## **Velocity Prediction Program (VPP) vs Performance Handicap Racing Fleet (PHRF)**

The age old debate of VPP or PHRF. That reminds me of when I was the SMSA Race Governor in 1978. SMSA had been sailing under the Delta measurement rule which was one of the first rules to use the new VPP authored at MIT. Handicaps were generated by the algorithm based on measurements inputted for each boat and were untouched by human hands. We had discovered Nirvana.

But wait, it turns out that some boats were favored and some boats were unfavored by the VPP. Some of us noticed that by the performance of certain boats on the race course. Clearly the handicaps generated by the VPP is only as good as the algorithms used and created by humans. The biases in the formulas were unintentional and humans tried to fix them by changing the formulas yearly or more often if an emergency was declared. Each time a problem was fixed another one popped up, a little like trying to deflate the dingy to make it small enough to fit in the storage bag.

To make a long story short SMSA switched to PHRF in 1978 and was the first northern bay club to do so. A few years ago I recommended that we begin using the PHRF circular random (CR) handicap ratings. The club declined and probably with good reason. At that time PHRF had just begun to assign CR numbers and was still adjusting those numbers. That process has continued and PHRF now has high confidence in the assigned numbers as more experience has been gained. Such things as sail area to displacement ratio, water line length, Genoa size, spinnaker size and on the water observations and data go into that calculus.

I am now recommending that the club use time on time (TOT) and CR ratings on all races except when drop marks are used, such as in Screwpile, with the capability of moving the marks to keep the windward/leeward courses square. Many times when we set up race courses on Wednesday nights to be a windward/leeward course, the wind shifts during the race and the course becomes badly skewed and may even turn into a reach/reach. That is the reason some of our results have been less than satisfactory as the W/L rating becomes less than ideal in those conditions. The CR ratings are designed for those conditions.

TOT has significant advantages. The time correction factor (TCF) is calculated for each boat and is known before racing and for the season. That factor can be adjusted for light or heavy wind if desired but I recommend against that as it puts greater pressure on the RC to pick the right one and politics could enter the picture

Continued on page 10

Continued from page 9

in picking the winners and losers. The corrected time for each boat is calculated simply by multiplying the TCF times the elapsed time. The length of the course is not used in the calculation. So for example the RC boat could move out to the middle of the river and set up with race mark "L" as the windward mark which would take Sandy Point out of the race course. They could put the RC anywhere they wanted and not worry about calculating the course length.

Obviously politics can enter either system. The VPP system, once owned by US Sailing as I understand it is now European owned. Also as I understand it both the chairman and chief measurer for the rule have boats that are favored under the rule. If your boat is unfavored you need to contact your rep and ask for a rule change next year.

If you do not think your PHRF rating is fair, you need to make your case to your local handicapper (me). I will present the case to the board of handicappers for the northern bay and if approved will be sent to the southern bay board of handicappers. After class members are notified of a proposed rating change and allowed time for input, the northern bay handicappers consider all the evidence and take a final vote on the change. If politics is a motivating factor in a change request, either the 8 northern bay handicappers, the 8 southern bay handicappers or members of the class will sniff it out and prevent it from happening.

Sorry for being so long winded but the subject is near to my heart. Contact me if you have any questions on this topic.

Dan Trammell  
SMSA Local Handicapper





## Thoughts on Rating Systems

Norm Dawley

All the rating systems under consideration for SMSA this year, PHRF, ORC Club and CRCA (ORA-1), are intended to allow boats of different designs, types, and ages to race together fairly.

That means that either by historic observation (PHRF) or mathematical computation (ORC and ORA) a rating or set of ratings is produced. Implicitly or explicitly all rules attempt to consider all of the speed factors, length, draft, weight, sail area etc.) These ratings can be based on distance sailed or time sailed. But the purpose is always the same; to let faster and slower boats race equitably against each other.

We need to be clear on what any rating system can and cannot do. They predict a boat's straight-line speed. It may be averaged down to a single number over all wind speeds and courses (PHRF, IRC and the GP (general purpose) handicaps of ORA-1 and ORC). Or, the ORA-1 and ORC rules, given wind and course data, can make a projection based on estimates or measurements of the actual sailing conditions. Unlike Amateur golf where players are handicapped, over the last 200, years, sailboat racing rules do not handicap sailors or boat preparation. Therefore, the rule assumes that you have a first-class bottom and sails. Races should then be won by the boat with the best starts, tacks, sail changes, roundings, etc. or in reality, by making the fewest mistakes on the racecourse.

I have raced under 10 different rating systems over the years. (See Table 1 if you are interested.) All of these rules are well intentioned and were created and supported by capable people taking on a serious job. Generally, a rule works well at first, but as it becomes popular and is used in marquee races weaknesses are found. A weakness in this sense is a type of boat, rig or sail or combination of these that sails faster than it rates. The CCA fell to fat, centerboard, broomstick yawls, with small mains. The IOR fell to very tall rigs with ribbon mains, bumped and hollowed hulls with tumblehome and diamond shaped waterlines. Historically all rules turn out to be type forming and therefore also development rules. That is: if your boat and rig does not conform to the favored characteristics and was not designed within the last few years, you will not be competitive at the national or international level. The current crop of rules has type-formed the winners as excep-

Continued on page 12

tionally light, minimal to no accommodation (maybe not even headroom), plumb bow, flat bottom, very deep, slender fin keel preferably with all ballast in a bulb, non-overlapping headsails, big mains, very large spinnakers on a long sprit and Code 0 "spinnakers" used as a light air jibs. Older racer-cruisers need not show up at national or international events. ORA tries to buck the trend but does not really succeed.

MHS (Measurement Handicap System (based on the Pratt Project at MIT in the 1980s) was a serious attempt to equitably handicap all comers to any race. It used the full lines of the hull, inclining test and full rig and sail measurements as the input to a sophisticated mathematical aero-hydro, model of the boat and results in a complete speed polar diagram. The speed polar diagram can be used in many ways to score races. MHS descendants, ORR and ORC, are in the mix today at SMSA as available rules. While a great deal of good theory and hard work has gone into these systems they are not fully "scientific" as they have never been tested in a rigorous, controlled manner. Using race results as testing is analogous to testing a fine sound system in a subway station, the noise overwhelms the signal.

In 2017, five SMSA boats and crews as well as on-the-water support helped me conduct controlled tests of the predictions of ORR, ORC, IRC and PHRF. The results have been thoroughly vetted procedurally and statistically. Over the 132 usable runs (chart below), there is no rule that does a decent job. There is no rule that stands out as any better than the others. The rules predictions are off by as much as plus or minus 30% compared to the actual speeds. About 30% of the time the boat exceeded the speed predicted by the rule, which should not be possible. Spookie, a well-prepared TP-52 with a professional crew in another series of tests we ran, ALWAYS beat the rule-predicted speed, usually by 10% or more. To put the percentages in PHRF terms, at 6 knots 1% is 6 seconds a mile, 10% is a minute a mile!! These are very large prediction errors. Though not plotted in the chart below, PHRF was as good (or bad) as any of the measurement rules when you look at the overall averages of the runs.

As far as SMSA's decision goes, whatever rule is chosen I will be out there whenever I can because it is fun. However, do not expect a change of rules to bring miracles in increased participation or "fairness".

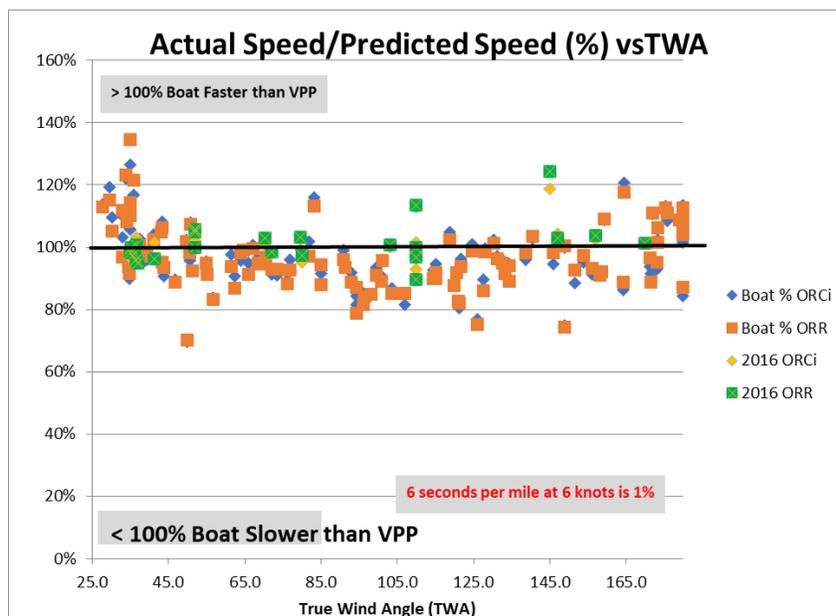
Continued on page 13

Continue from Page 12

My understanding and memory of the rules over time.

Rule	Location/ Sponsor	Rough Timeframe	Measurement	Type
Arbitrary	Southern California	1940s - 1960s	Minimal	Single Number
CCA	Cruising Club of America	1930s - 1970s	Point Meas. plus weighing, Incline	Single Number
IOR	NYYC-RORC	1970s - 1980s	Point Meas. plus Inclination	Single Number
PHRF	US Sailing	1970s to now	Minimal	Single Number
MHS, IMS, Americap*	Various	1980s to 2004	Full Lines plus Rig and inclination	Full VPP output several scoring options
IRC	Europe + NYYC & other US	2000 to now	Rig, hull points and general shape type	Single Number
ORCi*	Offshore Racing Congress mainly Europe US Sailing Supports	2004 to now	Full Lines plus Rig and inclination	Full VPP output several scoring options
ORC Club*	Offshore Racing Congress mainly Europe US Sailing Supports	1997 to now	Owner declared if class measured	Full VPP output several scoring options
ORR*	Cruising Club of America, Chicago Yacht Club until 2021, Transpacific Yacht Club, US Sailing Supports	2004 to now	Full Lines plus Rig and inclination	Full VPP output several scoring options
ORR-EZ/ORA-1	ORA	2019? to now	Owner declared if class measured or Build-a-Boat	VPP differs from ORR, limited multi number handicap

\*All of these rules have a common heritage and process of measurement and can share boat measurement data





## Update... Calling All Sailors



As we enter March, there are lots of things that sailors can be happy and thankful about... Daylight Savings and first Spring Frostbite Race on March 14<sup>th</sup>; the Vernal Equinox on March 20<sup>th</sup>, with associated Sock Burnings that day; and it's starting to look like the Pandemic could be in our wake by summer, so we have great prospects of getting back to normal.

Screwpile is set for Sunday/Monday September 26<sup>th</sup>/27<sup>th</sup>. The Screwpile website is updated, and the Notice of Race is posted. Go to <http://screwpile.net> for a direct link to the Yacht Scoring registration process. It's not too soon to register. We are hoping all our SMSA "usual suspects" will register early as it's always good to show a building momentum on a regatta's Current Registration List on Yacht Scoring.

You will soon begin seeing Screwpile posts, tweets, and pix on Facebook, Twitter, and Instagram. And, SpinSheet will start running our full-page ads in the April issue. Talk it up with your friends at your marinas... racers and cruisers invited and welcome.

There will be plenty of action for SMSA members whether you are on a crew that is racing, or volunteering with Race Committee duties, or helping out with the many tasks involved with putting on our famous post-race awards parties. There is plenty of fun to be had for anyone who wishes to be involved!

Contact me or Don Behrens if you'd like to volunteer.

Jim Keen  
2021 Screwpile Chairman



# HIGH SCHOOL PROGRAM



**Andy Wilson**

*High School Program Chair*

[hssailing@smsa.com](mailto:hssailing@smsa.com)

We are excited to kick off the High School Training program for this year! A big thank you to Barb Whited for her past season's coordination of the team – always exciting when you are talking about keeping an eye on teens! Her shepherding through weekly training, boat maintenance (thanks to Jim too!), fundraisers, and regattas - was awesome. From all the youth and their parents, Thank You!

We are kicking off our season with 420 cleaning & rigging, and basic sail training led by our senior youth, the week of March 8<sup>th</sup>. We expect to hit the water in our wetsuits and helmets the week of March 15<sup>th</sup> and the season runs through the end of May.

We are thrilled that Coach Jimmy Yurko and John Blaney are returning volunteers this season! Practices are Tuesday, Thursday and Friday afternoons, with an occasional join-up at the Thursday night races. The team has signed up for 7 regattas this Spring, as far away as Kent Island, and as close as Ryken and SCC. We are hoping to have some guest lecturers come join us for an occasional small boat speed workshop. Regattas commence in late March and run through the Championships at the end of May.

Registration is now open on the SMSA website – we would be happy to have any 7<sup>th</sup> – 12<sup>th</sup> graders join us!

Andy Wilson



## **JUNIOR PROGRAM**



**Lauren Miller**

*Junior Program Chair*

junior@smsa.com

## **SUMMER CAMP REGISTRATION IS OPEN**

Registration is now open for the 2021 summer season, with classes to be held from June 21st through August 13<sup>th</sup>. Due to current COVID-19 restrictions there are a few changes to the summer program. This year we will only host two types of classes which we have named after the famous Blue Crabs and awesome Ospreys of the Chesapeake Bay!

The "Blue Crabs" will be our Opti level class and will be centered around students ages 8-12. While the more weathered sailors will join the "Osprey" class which will be focused on students ages 12-16 sailing 420s.

Class registration, additional changes and updates to our summer camp program, and current COVID-19 restrictions can all be found by visiting the Junior camp tab of our website.

We look forward to having many new and returning sailors getting back out on the water! Thank you for supporting the program!



## **HELP the JUNIOR PROGRAM**

**Join or renew your US Sailing Membership via the MVP Program!**

**You save \$ off your membership and SMSA junior program gets credits for books and training materials. Everyone benefits!**

**See the SMSA Website Homepage for the link!!!**

***Our sailing campers & high school sailors thank you.***

## Small Boat Program



Henry Meiser / Meg Roberts  
*Smallboat Co-Chairs*  
smallboatrace@smsa.com



The Small Boat Program is beginning to get back into swing! Our upcoming rigging “party” (masks ON 100%) is March 13<sup>th</sup>, 2021 from 11—2 and we encourage all sailors (new to the club, and seasoned members) to come out, get your boat rigged, and find a ride for the 2021 season. If you missed our small boat meeting on January 6<sup>th</sup>, here is a brief recap:

- Anyone born after 1972, who wishes to operate the skiff in affiliation with the Smallboat Program, **MUST** have a copy of their valid Maryland Boater’s License on file with the chairs. Please e-mail a picture of your license to [smallboatrace@smsa.com](mailto:smallboatrace@smsa.com). We will be enforcing this rule to ensure compliance with all local, state, and federal guidelines and we appreciate your compliance and understanding.
- Check! Check! Check that your tires and trailers are in sturdy condition, and could easily be moved, if need be.
- **NO MORE RACE COMMITTEE DUTIES!!** YAY! Thanks to Russell Miller & Dave Meiser who will be taking the RC Duties for the season. Interested in helping out or tagging along? Shoot us an email at [smallboatrace@smsa.com](mailto:smallboatrace@smsa.com) --- we will get you set up!

We are looking forward to a fun, safe, and rewarding season! Hope to see you all soon,

Meg & Henry



## **BARNACLE BAR**



**Jim Whited**

*Bar Manager*

barmanager@smsa.com

The SMSA Barnacle Bar has been operating for many months now under our Club COVID-19 guidelines. In the coming weeks I hope to expand our level of activity in line with the current CDC recommended guidelines and a new Club policy. The Bar is currently well stocked and will continue to be open every Friday night from 17:30 to 20:30. We have a limit on patrons in the main room to around ~48 members (50% of capacity). We will shortly add capacity in the middle room, and as the weather improves, we can expand outdoors. I would suggest that we open a garage door in the back room and members can use this as if it were an "outdoor" area that they could use for socially distanced gathering. We will also drop the sign-in requirement.

As we pickup the pace and activity level we will try to add activities to our Friday night Happy Hours. In recent weeks we have been making use of our large video screen to watch replays of the Prada Cup. There have also been some interesting sessions of music and video sharing on the big screen. If you have a favorite YouTube video, you would like to share you can use your phone or tablet to "cast" it to the screen for patrons to view. It has been a lot of fun for those of us that have missed the in person interaction with our fellow club members. If you have a larger subject you would like to schedule time on we can set aside time on Friday night, and even allow members to watch from home via Zoom sessions hosted at the club on a Friday evening.

As we near the Spring Frostbites, I need input from members on how they would like the Bar to support them. I am willing to open the Bar with Kimberly tending bar if it is possible to limit attendance and perhaps broadcast results via Zoom.

As always drop me a note with complaints or suggestions I should consider.

Jim Whited  
barmanager@smsa.com

## **CLASSIFIED ADS**

### **FOR SALE: Slocum 43 blue water cruiser.**

Perfect liveaboard. Updates and refit include replaced decks, new sea-cocks, pumps, sump pumps, plumbing, sinks, faucets, toilet, counter tops, many new electronics, transducers, refrigerator, blinds, canvas, air conditioning new engine, etc. Recently installed a hot air heating system. New Quantum sails. Asking \$100K.

Contact Charlie Collins@ccollins218@gmail.com or 240-577-1004.



### **1981 Kirby 25 sailboat \$2,000 (Solomons)**

Great little boat, sails well, moves well in light wind, fun for family & friends.

We've had a great time with this little boat and would like to see it go to a new good home.

Interior is spartan...just wood & fiberglass, no cushions or other creature comforts. It is large enough to become a comfy weekender. Deck is quite spacious for such a small sailboat. I've had 10 passengers on deck for evening cruises (6 adults 4 children) and sailed comfortably.

If you're interested in PHRF racing, the Kirby can be a good entry boat. Sale includes BOAT & SAILS ONLY, no outboard, no trailer.

Boat is in the water at SMSA.

Contact Jimmy Yurko @ jimmydyurko@gmail.com





**Southern Maryland Sailing Association**  
P.O. Box 262, Solomons, MD 20688

Place  
Stamp



# The Clew

**MARCH 2021**

**Volume 51 Number 3**

