

The "CLEW" - July 2000

Newsletter of the Southern Maryland Sailing Association

COMMODORE SIGNAL

Another Great Zahniser's Marcy Series Luau Rendezvous! Special thanks to Ellen and Skip Zahniser for co-hosting yet another great Luau Rendezvous. This party is such a terrific way to kick off the SMSA summer sailing season! The moderate weather brought out a record "eat, drink, and be merry" crowd! Everyone enjoyed the great food, cool tropical drinks, live entertainment, and excellent company! It was wonderful to see everyone having such a good time. Thanks to Jim Sharkey and the Zahniser's Yachting Center crew for all their help with the Luau. Special thanks also go to our own special Luau helpers: Jim Owens, Merrie Ruth and L.G. Raley, Karen and Fred Dellinger, Paula and Bill Moessner, Charlotte Mahood, and Stew Buckler. These folks did an outstanding job with the setup, cooking, decorating, bartending, and cleanup. Thanks to all of you for attending this fun event and for helping out whenever you saw something that needed to be done!

Cruising the Bay in July! The cruising program activities slow down just a little this month. To avoid the muggy days of July, cruises are only scheduled for the beginning and end of the month. From 1-4 July, the cruisers set sail on the annual 4th of July cruise. This cruise is always a lot of fun and celebrates our nation's Independence Day in style! From 29-30 July, Janet Rupp will lead the Women's Cruise to the Rhodes River. This is a chance for the girls to have a special cruising activity together and promises to be an adventure. If you're interested in a really cruising good time, make plans now to join the July cruises!

Come Join the Screwpile Lighthouse Challenge 2000 Festivities! The Screwpile 2000 Committee has been hard at work to bring us another premier regatta! Whether you come to race, to work, or to watch, please make plans to join us 23-25 July for Screwpile 2000! Great racing will begin every morning around 10:00 and exceptional parties will follow every evening starting at 6:00 P.M. Meet us under the big tent at Zahniser's and enjoy the awards ceremony, live entertainment, and your favorite beverages. Everyone is invited to join us at the SMSA's marquee sailing event. Don't miss it!

July and August Adventures

July and August promise a variety of SMSA adventures! Plan your summer fun by checking *the clew* calendar often!

- **Zahniser's Wednesday Night Races**
- **Bowen's Inn Thursday Night Small Boat Races**

- 1 July – Stars and Stripes Race
- 1-4 July – 4th of July Cruise
- 4 July – Independence Day
- 8 July – Summer Small Boat Regatta
- 9, 30 July – Junior Sunday Sailing Continues
- 15 July – Junior Summer Regatta

- 23-25 July – Screwpile Lighthouse Challenge 2000
- 29-30 July – Women's Cruise
- 12 August – Mixed Couples Race/Cruise

There's lots of racing, cruising, and partying in July and August so come on out and join the fun!

Happy Independence Day!
Jan Buckler, Commodore

SECRETARY

DRAFT MINUTES

BOARD OF GOVERNORS MEETING

JUNE 5, 2000

OFFICERS AND GOVERNORS PRESENT- Jan Buckler, Bill Moessner, John Herbig, Barbara Herbig, Tracy Kubinec, Barbara Miller, Joe Frost, Char Frost and Paul Eubank.

Commodore Jan Buckler called the meeting to order at 7:37.

Secretary- The minutes from the May meeting were approved. The action items attached to the minutes may be marked as closed, except for a maintenance plan for the optis.

Treasurer- Tracy updated account status and discussed income and expenses. A copy of her report is attached to the original copy of the minutes.

Jay Hanks of the Policy and Planning Committee presented a report on proposed changes to the Articles and By-laws. Bill Moessner made a motion to forward the proposed changes to the SMSA membership. A discussion took place regarding the conflict of interest portion of the report, and on proposed reorganization of BOG positions Jan called the motion to a vote. The vote was 3 for forwarding and 4 against, with 2 abstentions. After further discussion clarifying the issue being voted on, a second vote was taken with 4 against and 5 in favor of forwarding the proposed changes to the membership for their vote. The motion was approved.

Facilities- Dennis Donehoo was not present.

Social- Sandy Leitner was not present. The Luau at Zanhiser's was a big success. There will be a mini rendezvous in July following the Stars and Stripes Race.

Publicity- Barbara Herbig reported that the Open House on May 13 was very well received, with a big turn-out. Cruising and racing schedules were handed out. She noted that a new crew listing has been created from names gathered at the Boat Show, Open House and Training classes and was e-mailed to members with email addresses. The new crew listing will be mailed out with the next Clew.

Membership- The new member applications from last month were approved. Char Frost presented the following applications for new membership:

Joseph and Luisa McBride have a Newport 33 called MADD HATTER, sponsored by David K. Butler

Mason Garland, Junior member, sponsored by Nadine Hughes

Richard and Shirley Snow have a Aloha 28, SEAKINDLY at Calvert Marina, sponsored by Matt Gambrill.

All new members were approved.

Char will look into a proposal to get new SMSA tie tacks, earrings, pins and charms.

Race- Joe Frost reports that four boats turned out for the Marcy Series, one from Herrington Harbor. Four races were run, two in the river on Saturday and two in the bay on Sunday. There were 24 boats out for the last Wednesday Night race. There are now 41 big boats registered to race. There is a full schedule of races for June. June 28th marks the start of the second half of the Wednesday Night Races. Work is scheduled this month on the RC boat.

Cruise- Paul Eubank asks that cruise leaders give the cruise results to him and write an article about the cruise for the Clew. The two-week cruise starts June 10th.

Junior- John Herbig reports that there are 14 juniors participating in the Sunday program. There have been two Junior regattas so far. The Open House concession stand raised \$8.50. The summer sailing camp is still full, with a waiting list.

Women's- Kris Dennie Young was not present. The Marcy Series was held last weekend, with four boats turning out for two days of women's races. A Camper Nicholson , ZALEK, came down from Herrington Harbor to participate. The West River Sailing Club will be running women's races on July 8th and August 20th at West River and Severn River and has invited SMSA women to participate...Joe Frost raised a question about the Marcy Trophy and whether it could be awarded if there were no non-spinnaker fleet.

Jan will check with Gale Parmentier for the definitive answer.

Rear Commodore- Jim Young was not present.

Vice Commodore- Bill Moessner really liked the Double-Handed Race and wants to run more, maybe later in the season when more cruisers have their boats ready and will participate.

Commodore- Jan Buckler reports that Gale Parmentier will help answer questions about how the Nautical Flea Market was planned two years ago. John Herbig will check with Jim Young and see if he can find Gale's note folder from the last nautical flea market. CBYRA shows SMSA as delinquent on junior race results, so make sure you are reporting the results to the correct contact. It was noted that Jim Young had sent results to the CBYRA Junior representative.

Unfinished business- Jan has added her comments to the Charter Agreement and e-mailed them out.

New business- The next BOG meeting is scheduled for July 10th.

Meeting adjourned at 9:50.

Submitted by: Barbara Miller, Secretary

DRAFT MINUTES

SPECIAL BOARD OF GOVERNORS MEETING

JUNE 19, 2000

OFFICERS AND GOVERNORS PRESENT- Jan Buckler, Bill Moessner, Jim Young, Barbara Herbig, John Herbig, Tracy Kubinec, Dennis Donehoo, Char Frost, Sandy Leitner and Barbara Miller.

MEMBERS PRESENT- Jay Hanks and Frank Gerred.

This was a special purpose meeting. All regular business will be handled at the next BOG meeting. The meeting was called to order at 8:06 p.m. Frank Gerred was asked to attend in his position as SMSA Parliamentarian.

FIRST ISSUE- Determine the validity of the BOG vote of 5 June 2000 forwarding the Policy and Planning committee proposed by-laws package to the membership for referendum.

To determine the validity, answer these questions:

Was there a quorum present? There were nine members present- Jim , Sandy, Dennis and Chris were not present. There was a quorum.

Was there a motion made? Yes, by Bill Moessner.

Was there a second to the motion? Yes.

Was the motion restated? Yes.

Was discussion opened? Yes.

Was discussion continued as long as members desired? Yes.

Was the question put to a vote? Yes.

Was the vote announced? Yes . There were two votes- On the first the motion was defeated 4 to 3 , with 2 abstentions. The second time the motion carried with 5 for and 4 against.

There was a clarification of the issue being voted on between the two votes

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Frank Gerred, as attending Parliamentarian, ruled the June 5th vote to be proper and valid.

Jim Young made a motion to rescind the BOG vote of 5 June 2000 to forward the proposed by-law changes to the SMSA membership. The motion was seconded. The vote was 7 in favor and 3 against the motion to rescind the vote . The motion was approved.

SECOND ISSUE - Jim Young proposed amending the by-laws (section 4 and section 6) to change from sixty days to thirty days notice any proposed changes in the by-laws. This change would not apply to notice for elections or large expenditures. It would require the issuance of ballots. The ballot and notification must be provided to each member thirty days prior to the meeting or balloting deadline, rather than sixty days in advance, as is the current requirement.

Bill Moessner made a motion to table this motion until the next BOG meeting scheduled for July 10th.

Bill's motion was passed by a unanimous vote in its favor.

John Herbig made a motion that at the next BOG meeting we hold a vote section by section of the proposed changes to the by-laws rather than forwarding all or nothing to the members.

A vote was taken. John's motion was approved unanimously.

Jay Hanks announced that the petition process will be used to forward the Policy and Planning Committee's proposed by-law changes to the membership.

The Board of Governors extends a special thanks to Frank Gerred for attending and serving as Parliamentarian at this meeting. Blessed are the Peacemakers.

The Board of Governors also expresses their gratitude to Jay Hanks for attending this special meeting and for the work of the Policy and Planning Committee.

Meeting adjourned at 9:40.

Submitted by Barbara Miller, Secretary

CRUISE

CORRECTION Page 25 of the SMSA yearbook 2000 Cruising Schedule has a major error.

The alternate Labor Day Cruise to Port Kinsale in the Yeocomico River up the western shore of the Potomac River (Paul & Anna Grisso, Leaders) **does NOT, repeat, NOT, begin on Friday, September 1st. It begins on Saturday, September 2nd, with Sunday, September 3rd as a layday**, returning home Monday September 4th (the official Labor Day holiday).

It is a **THREE day cruise NOT** a four day cruise as is the annual Labor Day cruise to Crisfield led by the Palmers. Paul and Anna plan for us all to rent autos or vans for the single Sunday lay-day to drive to local museums, wineries and other interesting places on the Northern Neck of Virginia. Slips will be at a premium that weekend, so they need to know a month in advance if you are going to join them for a fun THREE day, not four day, Labor Day cruise.

Port Kinsale has a very good restaurant with plenty of anchoring-off room. Contact Paul & Anna by phone 410-326-2838 or e-mail: pgrisso@erols.com

as soon as possible. Location for Port Kinsale is approximately North 38 deg 01.7 sec, West 76 deg 33.4 sec.

Submitted by: Paul J. Eubank

SPRING 1-WEEK CRUISE REPORT

I know we promised wind and favorable currents. And didn't we have both? Just not all the time and in the direction we always wanted. But when WE DID! And we didn't ALWAYS get rained on; in fact we spent our only rainy day being delightfully escorted around Salisbury & a given a private tour of the beautiful Ward Decoy Museum by two of our most gracious members, Bill & Doris Hooper. They deserve cruise points and special thanks. THE BABY, BLUE HERON & SERENITY (with NIMUE holding up the weekends, and ALOHA joining up in Salisbury) headed up first the Wicomico and then the Pokemoke, and found ourselves in way different worlds. NO crabpots, good depths in the channels, scenic homes & small towns & ferries, friendly people, a few friendly barges, bald eagles all over, and the most eerily beautiful cypress forest lining several miles of the Pokemoke. I think everyone had the feeling alligators would slither out of the forest at any time, and we were all reminded of stretches of the Ditch. Pokemoke City has a nice, free, municipal dock & friendly bridge tender (but we don't recommend the restrooms or showers.)

On the recommendation of a power boater, over the caution of the Somers Cove dockmaster, we tried & found the Broad Creek channel from Crisfield to the Pokemoke Sound to have 7-10 ft. depths (!), but earlier in the cruise, while the rest of us boogied down Tangier sound in 20 plus knots on the nose (**Blue Heron** with an overheated, non functioning engine: great sailing into the dock!), SERENITY Chose the channel behind Janes Island, and found it shoaling in at the Big Annamessex entrance. Local knowledge pays! We ate VERY well at nice local restaurants?! Legends (recommended by the Hoopers) in Salisbury was fine and Armando's, in Onancock, which has gone a bit upscale on us but still worth the bucks , were both terrific. All in all, we had a good time, and are glad we took the time to explore some really neat places.

PURSUIT

NORM & ROSEMANRY DAWLEY

Here are the plans for Pursuit and Norm and Rosemary Dawley for this summer.

PURSUIT has been trucked to Port Townsend, Washington where she has been put back together and is ready to sail. On June 10 Norm and Rosemary start a 10 day cruise through the San Juan Islands ending up in Victoria, BC.

On June 27th we will be starting in Class A on the 2300 mile Victoria-Maui Race. The race crew is Norm Dawley, Stovy Brown, Mike Dawley, Jim Whited, Lizzi Fassman and Jean Myer. We expect to finish July 10th or so.

After catching up on rest and enjoying the parties we plan another 10 day cruise in the Maui, Molokai, Lanai and Hawaii area. A professional crew (the trip back is upwind --ugh) will sail her back to Ventura, California during August.

Starting about Labor Day we will spend another 10 days cruising Catalina and Santa Cruz Islands and end up in our hometown of Santa Barbara. Then Pursuit goes back on a truck and hopefully gets back together for fall racing at SMSA.

Those who do not mind being tortured with a mixture of boat, baby and wedding pictures can find irregular updates on our progress at <http://www.norms-site.com>. The official race site is www.vicmaui.org.

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RACE GOVERNOR

The first half of the Wednesday Night Series is over and participation has been great! We have had good racing overall with only a few problems and protests. I would like to mention that we race to have a good time while also competing and improving our skills. Occasionally situations occur on the race course that can lead to problems if we don't assess the situation properly and follow the rules. The rules are meant to help avoid collisions; no one wants a damaged boat. Better to bail out of a bad situation even if you think you are right in order to avoid damage. If you were fouled, file a proper protest. We have an excellent protest committee and they love to hear these things! If a protest is filed according to the rules and sailing instructions, we will hear it. In fact we usually all learn something from a protest.

The following is a report from the Protest Committee Chairman, Stovy Brown, describing a recent ruling.

On June 14, 2000 I convened a hearing on a protest filed by boat A vs. boat B.

VALIDITY OF THE PROTEST:

Facts Found:

- The protest was filed on time as noted on the form by Joe Frost.
- Parties were properly notified and agreed to this.
- The hail of protest and timely display of the protest flag by boat A was agreed to by both parties.
- The nature of the incident was identified in the protest.
- Boat A modified the protest form to appoint a crew member as its representative.

Decision by the hearing official:

- Since the incident was properly described, a ruling questioned by boat B and affirmed by the hearing official, boat A's modification of the form to substitute a crew member for the owner/skipper as representative is allowable.
- The protest is ruled as valid and parties present as having proper standing.

CONCERNING THE INCIDENT:

Facts Found:

- Boat A and Boat B were approaching the first mark. This was a downwind mark to be rounded to port.
- Both boats were among those inside of a large collection of boats approaching this mark.
- Boat A was barely moving in light wind. Boat B was moving a bit faster and overtaking.
- Boat A was inside the two boat length zone when Boat B established her overlap to windward and inside.
- Boat A had to give room to two other boats and was claiming room from a multitude of boats overlapped to her starboard.
- As boat A headed up to round the mark and to avoid contact with boats to leeward and outside, crew members fended off boat B's bow about a quarter of the way forward on the port side of boat A. The hulls came within 18 inches and would have made contact if boat A's crew had not fended off.

Decision by the hearing official:

Boat B failed to establish her overlap before boat A entered the two boat length zone and thus is not entitled to room (RRS 18.2(b)). Boat B is disqualified.

We can expect some crowded mark roundings at Screwpile!

Submitted by: Joe Frost/Race Governor

410-326-1978

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THE NEW GUY MEETS THE BAY

Life is full of adventures !! Having moved from Southern California to Southern Maryland in mid-January of 2000, I am not adverse to new learning experiences. For example, that blizzard in late January was a real thriller, and I quickly learned how to use a snow shovel !! But the real adventure I looked forward to was learning how to race yachts on the Chesapeake Bay with its shallow waters, tidal currents, thunderstorms, and of course the famous Chesapeake Chop. This learning adventure was going to be the highlight of my new life here

It turns out that I am not entirely new to yacht racing, having owned and/or raced sailing yachts from 20 feet to 43 feet on the coastal Pacific Ocean for nearly 30 years. Out there the water is DEEP (in excess of 2,000 feet), the winds very predictable (southwest at 10 to 15 knots), and navigation consists of occasionally doing a little dead reckoning (California is where?). So I was ready to take on the Chesapeake ... and was confident I would prevail. Well ... let me tell you about the recently concluded 39 mile Sharps Island Bay Race.

LICKETY-SPLIT, owned by Donna Maneely, was entered in the Spinnaker Class of the Sharps Island race, and was crewed by experienced veterans of yacht racing. The crew was Donna (of course), Les (the fastest thinker I have ever seen), Tim (the quiet but very efficient foredeck person), Toby (a retired Marine, nothing more need be said), and finally me ... the new guy who has only seen the Chesapeake Bay from the shore, a bridge, or an airplane.

A gray somewhat chilly day greeted our start from "B" mark off Hog Point at 10:15 that Saturday morning. The breeze was 8 to 10 knots from the north so we ducked the sterns of all the starboard tack boats, started on port tack, and headed straight for Taylors Island on the Eastern Shore with a rising tide. All the other boats soon tacked to port but we led the charge to the Bay.

About an hour after our start and still on a port tack I went below to dump the coffee I got earlier from the Fastop in St. Leonards. As I normally do when I go below on a sailboat underway, I quickly scan the boat to assure myself that all boat systems are "go" and that nothing is amiss. Everything checked out okay... I dumped the coffee in the head and went back to the cockpit. Just 10 minutes later I went below again (for what I now cannot remember) and as usual scanned the boat.

Well ... what to my wandering eyes should appear, but several inches of water on the low side of the cabin (hardwood cabin sole, no carpet). I immediately pulled up a bilge board and discovered the bilge was literally overflowing with water!! After an alarm to the rest of the crew (who were generally incredulous because after all I was the new guy), I managed to get Les to agree that we had a big time leak and that we should first check the

stuffing box to see if the prop shaft was still there ! The stuffing box checked out okay (just the usual periodic drips of water) so Les began a systematic check of the four through hull fittings.

After checking several (and closing the engine cooling water valve ... but more on this later) Les found that the electric bilge pump outlet on the starboard side of the boat was open and leaking water into the bilge because we were heeled to starboard. So much for electric bilge pumps. After closing the through hull valve, we manned (and womaned) the hand operated pump in short shifts until we were sure we were making headway against all the water in the bilge. We then continued to race on a port tack heading for Taylors Island while we methodically pumped the bilge dry. My first real Chesapeake adventure (misadventure?) ... taking on water and then manually pumping it out. Must be a new way to clean the bilge.

As we later got closer to Taylors Island and then James Island we had to monitor the depth sounder very carefully because we were now racing a boat with a 5 foot draft in 10 feet of water! In nearly 30 years of ocean racing I have never raced in 10 feet (or less) of water H I have never even anchored in 10 feet (or less) of water ... to me 10 feet of water is what you have in your backyard swimming pool. But here I am, over a mile from an island, and in less than 10 feet of water. Everyone (including me H) now has complete and total faith in that small electronic device known as a depth sounder. We raced onward, only short tacking on starboard when needed to avoid water less than 7 feet deep!!

I was given the helm and became the driver when we were still several miles from the Sharps Island lighthouse. Still on port tack we headed for the lighthouse only to have the wind get lighter and the Bay get calmer on a now sunny warm mid-afternoon (no famed Chesapeake Chop in sight). Then the wind veered (went counterclockwise) nearly 180 degrees so we quickly put up the spinnaker and drove up to and rounded that incredible rusty old lighthouse that challenges the leaning tower of Piza for instability. We now sailed away from the lighthouse with a southerly wind on a starboard tack ... again heading for the shallows of James and Taylors Islands. Been there, done that ... but after a 180 degree wind shift!??

The wind got lighter and lighter and the Bay got flatter and flatter but we kept going. After again having complete faith in the depth sounder near the islands, we tacked to port and headed across the Bay in the hopes of picking up more wind near the Calvert County cliffs. We did. Just prior to sunset, the breeze picked up, we tacked, and soon were trucking parallel to the cliffs (but at least a mile offshore) at over 6 knots on a starboard tack.

Toby took the helm just after darkness engulfed us north of Cove Point (a new adventure for me ... night sailing on the Bay under bright starlight). Just south of Cove Point as we were still trucking along at over 6 knots, I noticed some small dim but very close aboard lights directly abeam of us and on the Chesapeake side of the boat. Some inner voice told me that these lights were not to be ignored so I announced their presence to the crew. The ever quick thinking Les immediately shouted, "Oh (expletive deleted), a fish trap ... turn to port." Toby began his emergency turn to port just as we ALL saw numerous small telephone poles standing in a perpendicular row just in front of us and less than 2 boat lengths away!! Toby quickly aimed at an opening in the poles and we blew through that small opening like a downhill freight train with no brakes. We didn't hit a thing ... no nets, no cables, no lines, no fish. Thanks Toby (and crew) for yet another unforgettable adventure on the Chesapeake !!!!! Telephone poles ... fish traps ... more than a mile offshore in the dark ... get real ...

We kept going and had an excellent close reach all the way to the finish line at "B" mark (but now with Tim on the foredeck spotting numerous crab pots and looking for the random fish trap for us). The stars were brilliant, and the local knowledge of Donna, Les, and Toby brought us around Little Cove Point and straight to the finish line while Tim was emulating Leo DiCaprio on the foredeck. A horn at 915 PM from the dedicated committee boat still on station ended the race after 11 hours !! Hurrah M What an adventure ... but had I prevailed ??

No, that ain't all Folks. We cranked on the engine and headed home. However, just as the SMSA race committee boat powered near us on their way to the harbor our engine quit running. The immediate consensus was ... out of diesel fuel, so we hailed the passing committee boat (what luck that they were there and they generously agreed to tow us in (with no discussion of salvage rights).

As we were being towed past the "flats", Les suggested to Toby (still at the helm) that he try to start the engine one more time because we just "could not be out of fuel". It started to run so I mentioned that we should check the water temperature, as that is another popular cause of engines just shutting down. Again Les picked up on my comment and remembered that during our earlier search for the source of bilge water, he had closed the engine

cooling water valve ... and it was still closed!! The valve was immediately opened and we were able to self power into our slip with a good engine ... having all had many great adventures on the Chesapeake Bay, and having taken a 3rd place in the Spinnaker Fleet !

I was right... sailing on the Chesapeake Bay is certainly more adventurous than sailing on the boring Pacific Ocean ... I am glad I am here ... and I am learning the local lore ... but small telephone poles a mile from the shore ... in the dark ... ya gotta be kiddin H

Submitted by: Fred Dellinger

THE RACERS EDGE

This month our day on the Bay involves the famous Chesapeake Chop and its impact on the results of a Protest Hearing . You of course are aggressively skipping PEDAL TO THE METAL, and you are only one point behind your arch rival WEE WILLIE in an important race series. In this the final race of the series, you take an aggressive approach to the start of the race, and decide to attempt to get on WEE WILLIE's stern in order to control his start. As you beam reach in very choppy waters on a starboard tack to leeward of the starting line, your arch rival is above and slightly ahead of you also on a starboard tack. WEE WILLIE's skipper, Poulet Poop, apparently doesn't see you !!!! So you immediately change your course to approach WEE WILLIE from astern and to leeward hoping to get luffing rights since there are several minutes to go before your start.

As you quietly approach to within several feet of WEE WILLIE's port side, Poulet Poop suddenly sees you and realizes he needs to keep clear as you now have an overlap with WEE WILLIE's stern and are the right of way boat. However, just as WEE WILLIE begins to change his course to avoid you, the famous Chesapeake Chop slaps hard against WEE WILLIE's starboard side and forces him down on you !!!! You make contact (no damage) with WEE WILLIE and shout, "Protest". You are confident you are going to win this Protest, and thus capture the Race Series !! Victory at Last over that earthworm, Poulet Poop ...

You go to the Protest hearing and are quickly disqualified from the race ... thus giving WEE WILLIE the Series Trophy Curses foiled again !! Why ???

The Protest Committee, after gathering all the facts including the choppy conditions of the Bay, finds that you as skipper of PEDAL TO THE METAL are in violation of Rule 16, Changing Course (remember you were coming up on WEE WILLIE with a slow turn to starboard). Rule 16 requires you, as a right of way slowing luffing boat to give room to WEE WILLIE so WEE WILLIE can avoid you in a seamanlike manner. The contact was caused by your intentional close proximity in very choppy waters which you should have considered, but did not, when you quietly approached WEE WILLIE. Thus you are disqualified for not giving room to WEE WILLIE. (You put both your boat and the other boat in harm's way !!)

Rule 16 and the official definition of ROOM are in the Rule Book to prevent one boat from putting another in harm's way ... and thus are intended to make racing more safe for all !!

Submitted by: Fred Dellinger

WEDNESDAY NIGHT RACE RESULTS

See Results printed at the back of the newsletter

MEMBERSHIP

Our June BOG meeting was a busy one with four family and four junior membership applications. The following applications were approved:

Richard and Shirley Snow, sponsored by Matt Gambrell. Richard and Shirley have a Aloha 28 named "SEAKINDLY" that they keep at Calvert Marina.

Charles Martin and Helen Cummings, sponsored by Jim and Gayle Troan. Charles and Helen have a Helms 24 "CARINA" that they cruise with Elisa (9) and Erik (6).

Joseph and Luisa McBride, sponsored by David K. Butler. The McBrides have a Newport 33 named "MADD HATTER" and enjoy family cruising with Alexander (11) and Jonathan (9).

Andy and Anne McInroy, sponsored by Maggie Weir. They cruise their Mayflower 48 "RAGGEDY US" out of Beacon Marina.

Stovy Brown sponsored the following junior applicants: Brendan Connell, Kevin Dvorsky and Molly Weeks. The BOG also approved the application by Mason Garland, age 9, sponsored by Nadine Hughes.

The year is half over and SMSA has welcomed 17 family, 8 individual and 8 junior memberships. Each month I receive new applications and get several requests for information about SMSA and our various programs. Thanks to all of you who have sponsored new members this year and taken the time to discuss and promote our association.

Submitted by: Char Frost, Membership Governor

JUNIOR PROGRAM

My apologizes to you John: This is the remainder of John's article from last month! I promise I won't do installments every month.

Junior sailors sold snacks and sodas at the Open House and made a total of \$8.50. Thanks to Maggie Weir, Bob and Phyllis Herbig, Barbara Herbig and of course the juniors that helped out in this adventure. Summer camp is just around the corner and we have more kids than boats. Hopefully we can figure out some way to accommodate them all.

And now a little announcement that I hope we can support. Sunsail Sailing Vacations and some other marine sponsors are leading up a "**Why I love Sailing**" writing contest to inspire more kids to sail and be interested in the sport. The contest is open to kids 8 to 18 and they are to express in

300 words or less Why I Love to Sail. **A \$1000 cash donation will be awarded to the sailing program with the most entrants in the contest.**

Kids can send a self addressed/stamped envelope to Sunsail Writing Contest, 980 Awald St., Suite 302, Annapolis, MD 21403 for more information or check out www.boatscape.co/writing-contest on the internet. I also have posters with the information. Entries must be postmarked by July 31, 2000 and received by August 7, 2000. Please encourage all junior sailors to participate.

There are planned \$25,000 in prizes and sponsorship includes SunSail, Performance Sailcraft Inc., Douglass Gill, Boatscape.com, Interlux, US Sailing, and American Airlines.

Submitted by: John Herbig, Junior Governor

deckshoes@usa.net

SOCIAL

I hope everyone had a great time at the Luau. Special thanks goes to Jan Buckler and all the volunteers who made it possible.

Please make plans to join us at Zahnisers Marina for the Screwpile Regatta and Rendezvous on July 23rd, 24th and 25th. I understand there will be great music and wonderful food!

The next rendezvous at the clubhouse is after the Geezer Squeezer Race on Saturday, August 26th. More details about this gathering in next month's

Clew.

Lastly, a reminder to send in your favorite recipes. My committee wants to put together a SMSA cookbook. Send your recipes to either myself or Karen Moore. Please send the recipes in by August 26th.

Thanks and have a great time out on the water!

Send recipes to : Sandy Leitner 1685 Sollers Wharf Rd, Lusby, MD 20657 or to: Karen Moore PO BOX 1443, Solomons, MD 20688

Submitted by: Sandy Leitner, Social Governor

PUBLICITY

What became of...

We all have watched many a show about some child who disappeared or who was a star and became the rockstar. This is a request to all of the moms, dad, aunts, uncles, grandmas, and grandpas. Do YOU have an old photo, an old smile under sail that you would like to share? The kids of sailing have

given us all inspiration and some have chosen to stay with it, some have decided that it is not for them - but the smiles and the memories keep.

To some degree most of us have known, have hoped that tomorrow, we shall know the child of a sailor, a friend of a friend, our child or theirs, are and will become, the children of sailing. I wish to as Publicity Governor, have the August Clew dedicated to the children of sailing. If you have some priceless photo of a child, a nephew, daughter, niece or grandchild that was and is sailing please share it with us. From the Patrick Edward's sailing with mom and dad when not walking to the David Raley's who have given many inspiration, dig deep and drag out the albums and find something to share. Send them to me via email or snail mail, and we will make sure that they are shared. Those more well-known adult sailors, ask mom and dad, grandma or grandpa and we will try to get them in as a who's who of SMSA sailors.

You can send them to me via email at gingerbreadman@usa.net or snail mail at P.O. Box 451, California, MD , 20619.

I kindly thank you in advance for all that we can share and reminisce about the sailors that we know within and beyond SMSA.

Kind Regards,

Barbara Herbig

DATABASE

PLEASE SEND ANY CHANGES OR UPDATES TO YOUR ADDRESS, PHONE NUMBER OR E-MAIL TO: Stew Buckler, 1651 Dares Beach Rd., Prince Frederick, MD 20678; call 410-535-2402 or email to sbuckler@olg.com

SMSA LIBRARY

INFORMATION NOTES

Members of SMSA,

There are several proposals and opinions that may be coming the way of the membership, prior to, and upon the ballot. In agreement that change is necessary, I cannot at this time offer any personal opinion beyond a hope that we all maintain the integrity of the association and what it was

founded upon and chartered to do. Aside from looking at the proposed bylaw changes with a careful eye when addressing pros and cons, I would ask concerned members of SMSA to review and re-familiarize themselves with the Articles of Incorporation. The bylaws allow the association to document means by which business is conducted. The Articles carry the purpose and objectives of the corporation. Please keep these objectives in mind when reviewing all proposed changes.

Article Two: Purpose and Powers

The purpose or purposes for which the Corporation is formed and the business and the objects to be carried on and promoted by it are as follows:

- A. To engage in the conduct of any lawful business.
- B. To organize and operate a corporation exclusively for educational, charitable, promotional, and propagational purposes in connection with sailing and all matters of sailing activities, including but not limited to, the organizing and conducting of racing and cruising events, to work for the better appreciation of sailing and the basic skills of seamanship that the sport of sailing fosters and the preservation of an environment conducive thereto, and the education of the public thereof.
- C. To promote and foster the activity of sailing; to cooperate with and assist other organizations and other persons having similar objectives and purposes; and to do any and all things and take all actions which may be necessary, convenient, or desirable in order to cooperate with all interested educational bodies.
- D. To maintain one or more offices, employ one or more persons and acquire, hold, use and transfer property of any and all kinds as may be necessary or desirable in the furtherance of its objects and purposes aforesaid.
- E. The corporation is organized exclusively for pleasure, recreation and other non-profitable purposes, substantially all of the activities of which are for such purposes and no part of the net earnings of which inures to the benefit of any member or other individual. Notwithstanding any other provision of these articles, the Corporation shall not carry on any other activity not permitted to be carried on by a corporation exempt from Federal income tax under Section 501(c)(7) of the Internal Revenue Code of United States Internal Revenue law.
- F. The foregoing enumeration of purpose, objects and business of the Corporation is made in furtherance, and not in limitation, of the powers conferred upon the Corporation by law, and is not intended, by the mention of any particular purpose, object or business, in any manner to limit or restrict the generality of any other purpose, object or business mentioned, or to limit or restrict any of the powers of the Corporation. The Corporation is formed upon the articles, conditions and provisions herein expressed, and subject to all particulars to the limitations relative to corporations which are contained in the general laws of this State.

FIRE EXTINGUISHER ALERT

While having our boat surveyed this spring, we were surprised to learn that fire extinguishers must be **recharged every 6 years**, (and regularly tapped or shaken) whether they look like they need it or not. We'd had ours since we bought the boat in '88, and they still read "charged," but they would have proved totally useless if needed, so we were glad to have the heads up; Tennyson's fire extinguisher service will recharge extinguishers for a small fee. **Check the dates on your extinguishers!**

Submitted by: Sue Sloan

The silver sailboat earrings you've seen everyone wearing are back! Small are \$20 and large are \$25. See Sue Sloan.

"JOURNEYS ON CANVAS" ART EXHIBIT AT ANNMARIE GARDEN GALLEY

Annmarie Garden Gallery is featuring artists SMSA member Rex Miller and colleague Pat Berube from Solomons in an exhibit titled **"Journeys on Canvas" on the week-ends of August 5-6 and August 12-13 from 10:00 a.m. to 4:00 p.m.** Annmarie Garden Gallery is located on Dowell Road on the way to the SMSA Clubhouse. You are invited to stop by to see their original oil paintings and prints and have some refreshments.

EDITOR'S NOTE

Please try to have your articles to me no later than the 18th of the month.

e-mail: kzpappas@earthlink.net or

pappaskz@starpower.net

Snail Mail: PO Box 159, Dowell, MD 20629

Bottle Mail: Anyone who wants to deliver an article in person: We are located at Zahniser's Marina in Unit #01.

Jan Buckler puts the calendar together for The Clew each month. Please be sure to alert her of any events, with times please, that you wish to have included. sbuckler@olg.com

CLASSIFIED ADS

DON'T FORGET: You are entitled to three months of **free** advertising in our newsletter! Take advantage of this great opportunity!

SAILOR TID-BITS
