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the clew



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COMMODORE

Highlights From The SMSA Annual Business Meeting! Approximately 60 members attended this year's Annual Business Meeting in the air-conditioned comfort of the Calvert Marine Museum. Reports from our Officers and Governors confirmed that our 2001 programs have been well attended and that everyone has been having a really good time! Our corporate financial health is good and we're actively planning for the future. By all accounts, 2001 has been a very good year for the SMSA!

As part of our planning for the future, David Arbuthnot presented the results from the Policy and Planning Committee Membership Survey. Of 199 surveys mailed (one survey per membership), we received 99 responses. The survey results presentation generated a lively discussion concerning membership growth, program and budget focus, and future clubhouse requirements. All voting memberships were mailed a copy of the survey results presentation on September 17.

Based on the results of the survey, the BOG presented a DRAFT motion to enter into negotiations to acquire the area near the clubhouse

known as "the swale" and to finance that land acquisition with a non-interest bearing refundable bond. This DRAFT motion generated many helpful comments that will be considered by the BOG over the next several weeks. A final motion will be drafted by the BOG and sent to the membership for a 60-day prior notice/absentee ballot vote. There are several articles in this edition of *The Clew* related to the discussions held at the Annual Meeting. Please read all the available information and send any additional comments to the BOG as soon as possible.

If additional discussion is necessary, the BOG may convene a Special Meeting of the General Membership during the 60-day prior notice cycle. If you have any questions about these discussions, please contact me.

Special thanks to Tally Committee Chairpersons Dede and Frank King and to Tally Committee members Karen and Fred Dellinger, Merrie Ruth Raley, and Paula Moessner, for counting this year's 114 ballots. Special thanks to Stewart Buckler, David Arbuthnot, and Rod Schroeder for their help with the Annual Business Meeting presentations and logistics. Special thanks also go to Policy and Planning Committee Chairperson Jay Hanks and to all the Policy and Planning Committee members for

their diligent work on the clubhouse acquisition options.

Congratulations to the following SMSA members who were elected to the 2002 BOG. These new Officers and Governors will take office on November 3 at the Annual Planning Meeting:

<i>Commodore</i>	Jim Young
<i>Vice Commodore</i>	Barbara Herbig
<i>Rear Commodore</i>	Paul Eubank
<i>Secretary</i>	Linda Kuehnle
<i>Treasurer</i>	David Arbuthnot
<i>Race Governor</i>	Shawn Stanley
<i>Cruise Governor</i>	Walt Rupp
<i>Facilities Governor</i>	Dan Schneider
<i>Social Governor</i>	Laura Comeau
<i>Public Relations Governor</i>	Tim Flaherty
<i>Junior Governor</i>	Dave Pedersen
<i>Women's Governor</i>	Gail Goode
<i>Membership Governor</i>	Bridget McNamara

Screwpile Lighthouse Challenge 2002

Chairperson Appointment! L.G. Raley has graciously accepted appointment as Chairperson of the 2002 Screwpile regatta. L.G. and the Screwpile 2002 committee are already hard at work on our 10th annual regatta. I can't wait to see what surprises are in store for all of us at Screwpile 2002! Thanks again to L.G. and all the Screwpile 2001 volunteers for all their hard work in producing another premier regatta!

Fall Adventures

- ☆ October 5-8 – Albacore National Championship Regatta
- ☆ October 6 – Junior Fall Regatta
- ☆ October 6-8 – Columbus Day Cruise
- ☆ October 7 – Junior Sunday Afternoon Sailing (2001 Season Finale)
- ☆ October 8 – Columbus Day (Celebrated)
- ☆ October 13 – Hooper Island-Point No Point Race
- ☆ October 13-14 – Women's Cruise
- ☆ October 14 – Fall Invitational Race

- ☆ October 14 – Oyster Scald & Chili Party Rendezvous 4 p.m. at clubhouse
- ☆ October 14 – Junior Program Awards at Rendezvous
- ☆ October 26-29 – J-29 National Championship Regatta
- ☆ October 27-28 – Halloween Cruise
- ☆ October 28 – Daylight Saving Time Ends
- ☆ October 31 – Happy Halloween!
- ☆ November 3 – SMSA Annual Planning Meeting 9:30 a.m. at clubhouse
- ☆ November 3 – Brunch following the Planning Meeting at clubhouse
- ☆ November 4, 11, 18, 25 – The Wharf Fall Frostbite Series
- ☆ November 11 – Veteran's Day

Come on out and enjoy our fall activities!

God Bless America!

Jan Buckler, Commodore

POLICY AND PLANNING

POLICY AND PLANNING COMMITTEE REPORT

There is not 100% consensus, among P&PC members, on several of the following issues. The SMSA is approaching decisions that may change our course, and membership, forever. Please try to become knowledgeable and vote only after careful consideration.

1. The Annual Meeting, including many P&PC and BOG members, reached consensus regarding several issues that the P&PC has been researching and discussing all summer. Although there was a quorum, no motions were made. You will hear from the BOG shortly, to begin the 60-day process to a vote by all members.
2. If the following, necessarily brief, explanations leave questions, please contact P&PC members, or contact me by letter, email or phone. We want all of

you informed before you vote on the issues. The paragraphs are numbered for reference.

3. The following is tentative, not assured. The current development site plan for the entire peninsula where the clubhouse resides shows more townhouses plus many single-family homes, with the only vacant area being "our" corner, including the clubhouse and the "swale" where our Junior programs operate. This corner will become the recreational area for the entire complex. The clubhouse will become the recreational center, but we can then share it, and the swale, with all homeowners and all marina slip holders. When the clubhouse is replaced, we can continue to share the larger complex. There are no changes shown at the swale. The timing is around five years from now. Our landlord, SMSA member Matt Gambrell, will give us one year leases on the clubhouse until development, or some other end point, occurs. In case you do not know this, we pay almost nothing for the use of the clubhouse and swale. Our beautiful, exclusive use, free ride is going to end.

4. At this time, Matt offers the swale to the SMSA, to develop gradually as a clubhouse and waterfront complex, for ½ the appraised price -- the size, other specifics and price to be determined during negotiations. If we buy the swale, we can continue to share the clubhouse, as above, while we gradually develop the site. For planning purposes, the appraised price is assumed \$500,000, ½ is \$250,000, a loan on undeveloped land calls for ½ down, or \$125,000, with financing of \$125,000 for five years, at 9 1/2%. Assuming at least 150 SMSA memberships, we reached the numbers used in the questionnaire, i.e., the \$850 hit and the \$220/year assessment on top of regular dues. We figure that settlement would not occur before January 2003, so the \$850 hit, for Individual, Family and Emeritus memberships, will occur during January 2002, and the \$220/year begin January 2003. More on this later.

5. The P&PC looked at some developed and many undeveloped sites. The developed sites were not

really adequate and each cost over \$1 million. Referring to the survey results regarding a clubhouse facility, none of the other undeveloped sites approached the swale in satisfaction of desires, and none were available at ½ price. The P&PC gradually converged on the swale, as well as the BOG and the Annual Meeting crowd. No serious contenders.

6. Regarding the refundable Bond and nonrefundable Assessment, the Bond won by a large margin (see elsewhere, perhaps in a separate mailing,) but the questionnaire did not present the pros and cons of anything, or any information regarding financing, and (an omission) did not cover the money needed to complete the purchase, pay for taxes, insurance, etc., and provide the hunk of money we will need, down the line, to begin serious development. Regarding the refundable Bond and our quite stable membership, the number of new members equals the number departing, the assessments on new members would be used to make a refund to those leaving, and there would be nothing in the kitty. With the Assessment approach, and the current average of about 20 new members per year, about \$100,000 could come in, to be used or saved, during the five-year loan payoff. These factors were not known while you answered the questionnaire.

7. The discussions during an earlier BOG meeting and during the Annual Meeting led to a consensus for the Assessment rather than the Bond. The BOG will decide which way to ask you members – choose between the two, up or down on one, or what. Please note that the Bond refund would not occur until you leave. Two variations have surfaced recently: 1) Make each Bond a ____ year bond, reimbursable only after ____ years, say 5 or 10, getting us past the financial needs of site plans, closure, taxes, insurance, etc., and on through the payoff of the loan; and 2) Use Screwpile Regatta funds to ease the blow -- we are exploring the legality of that route.

8. We have been very worried about the crunch when, if the SMSA goes for the \$850 hit, that membership renewal and \$850 check time comes, the checks arrive, the non-payers cannot renew, the non-payers have assumed that they are dropped, and there are fewer than 150 \$850 checks – the needed number. What then? Member Frank Gerrad suggests that we use pledges, to be sent out with the decision ballots, to be signed and returned separately from the secret ballots. If no 150, no go. No crunch. Consider other approaches or go sailing. We do have other options, like begin a building fund with annual, smaller assessments.

9. Another consideration is the Junior Program -- Family Membership \$850 is expensive if merely to get the kids into the Program. An answer is to charge non-Family-Member juniors, in any program or class, enough to pay all costs, while charging member juniors much less.

10. If we are to do this next year, the actions need to be completed, including having at least 150 \$850 pledges on hand, before the renewal letters go out.

11. The 60 day process permits research and discussion of the exact words for almost 60 days before voting. Please do not vote immediately. You may want a special meeting, for more information and open discussion. Please do not vote until you are well informed on this major issue.

Norris Jay Hanks, Past Commodore and P&PC
Chairman

SURVEY RESULTS

Below are the conclusions of the survey sent to the SMSA membership.

1. Before financial considerations, 64% of members say it's important to own a clubhouse with an additional 34% saying it's "nice to own" with 66% wanting the "simple" clubhouse and 17% opting for the full facilities.

2. 53% of members want to see SMSA grow significantly while 34% say it is the ideal size now.
3. 72% of members believe that a clubhouse is important to attract new members.
4. 53% believe the clubhouse should be in Solomons, but anywhere on the Patuxent River would be acceptable to 31%.
5. 72% would like sailboat depth but a vista is not a priority for a majority.
6. 30 respondents said they would keep their boat in a slip at the clubhouse, if available. But only 4 said they would keep it on land there. 53 would keep their boat at their own facility or elsewhere.
7. Reciprocity with other clubs is only "very important" to 9% while 64% say it would be nice to have.
8. When financial implications are considered, support for a clubhouse drops off significantly. Based on this survey, it appears that about 55% would support going ahead with a simple clubhouse, maybe 25% would leave and the data is totally inconclusive on the remaining 20% (about half indicated they might stay for a cheaper solution).
9. Racers were most likely to support a clubhouse (about 60%) and cruisers the least likely (about 50%) but cruisers were most likely to accept the majority vote – if different from their own.
10. 59% opted for the \$850 assessment (46% for the refundable bond and 13% for an outright payment) while 25% preferred the \$200 per year building fund over 4 years. Several suggested a combination of fundraising projects and an assessment.
11. There is little support for member loans with interest.

CRUISE

My review of the cruising program for the business meeting on September 9 brought to light some

interesting statistics. We have had 40 boats participate in the various cruises so far. Of these boats, there are seven that already qualify for the cruising burgee with 35 or more cruise points to their credit. Many SMSA sailors have contributed to the various activities that I highlighted in my remarks, providing us with a great cruising season. With the rest of the cruising season ahead of us, I look forward to the successful completion of this wonderful cruising year.

The 2001 cruising schedule indicates that there are four cruises left in the season. These are:

- Columbus Day Cruise to San Domingo Creek (Greene) October 6-8
- Women's Cruise to Battle Creek (Goode) October 13-14
- Halloween Cruise to Jay Hanks' Dock (Hanks, Mahood) October 27-28
- Halloween Cruise to St. Mary's City (Hamilton) October 27-28
- Frostbite Cruise to Yeocomico River (Hoile) November 10-11
- Frostbite Cruise to Mill Cove (Rupp) November 10-11

The double dates for the last two cruises are for both the Solomons sailors and the Potomac sailors, as the Bay could be very choppy, wet, and cold in November. These locations provide for a local destination on either the Patuxent or the Potomac Rivers.

I have filled in, to the best of my knowledge, the cruise point matrix as of September 15. I ask again that all cruise leaders and cruisers who have sailed in the 2001 cruising program check for the listing of their boats' participation in the various cruises and assure that the dates and points awarded are correct. I also ask that the long distance cruisers contact me in the next few weeks so that I can prepare the inputs for the 1000-Mile Award plaques. I have two inputs. The updated cruise point matrix is included in this issue of *The Clew*.

This is my last article as your 2001 Cruise Governor. I look forward to another lively cruising season in 2002 and to working with the new Board of Governors.

As always, please contact me if you have any comments, suggestions or questions on our SMSA Cruising Program.

Walt Rupp, Cruise Governor
jrupp@us.hsnet.net, (301) 863-0175

DUNN COVE CRUISE SEPTEMBER 22-23

Well, we obviously missed the deadline for the September issue of *The Clew*; however, we are Cruise Leaders for the weekend cruise to Dunn Cove on September 22 & 23. If you haven't been to Dunn Cove, it is a lovely anchorage off Harris Creek on the Choptank River approximately 28 nm from Solomons. We will be joining the one-week cruisers for the first weekend of their trip north and expect a nice turnout between the two groups. We plan to leave Solomons between 0800 and 0900 on Saturday and will monitor Channel 16 at 1000, 1200 and 1400 for those who wish to check in. If possible, let us know in advance if you plan to join us and check in at one of those times. Any questions, give us a call at 301-862-3774.

Happy Sailing,
Frank & Rita Gerred, Cruise Leaders.
Clockwork
gerred@erols.com, (301) 862-3774

BROAD CREEK CRUISE SEPTEMBER 29-30

Terry and I are the Cruise Leaders for the weekend cruise to Broad Creek on the Choptank, September 29-30. We'll be meeting up with the one-week cruisers at the end of their week, so there will probably be lots of stories to tell. Since they'll be at the end of their trip, let's bring some really good happy hour treats to share. We'll be leaving Solomons around 0800 and will monitor Channel

16 at 1000, 1200 and 1400 on Saturday. You're welcome to give us a call at home before the weekend (evenings are best).

Mary Marshall and Terry Butler, Cruise Leaders
Constant Craving

HALLOWEEN CRUISE OCTOBER 27

This year's Halloween Cruise will be held at the northwest corner of Mill Cove/Mill Creek (38 20.2N/76 30.4W), first pier on the right. COME BY BOAT ONLY. I will be monitoring 16 from noon on!

Happy Hour begins at 4 p.m. Costumes will be judged for children and adults at 5:30 p.m. and pumpkins will be judged shortly thereafter. Please have your pumpkins carved early. Coffee and pastries will be served in the morning.

I want to be sure to have enough prizes and goodies for every child. Please let me know if you are bringing children!

AGAIN, COME BY BOAT ONLY!

Charlotte Mahood, *Deshandera*
Charly2626@aol.com, (703) 620-2752

LABOR DAY WEEKEND CRUISE TO ANNAPOLIS

Friday, August 31 - The Labor Day Cruise led by David and Sally Arbuthnot on *Blue Heron* got off to a sunny start as nine boats headed up the Bay in light 4-5 knot southwesterly winds. Nikki and Jack Goodman on *Cat Morgan* raised their spinnaker and sailed out of sight, while the rest of the fleet motor sailed along behind them.

Destination this first day was Galesville, where we rafted up with Kendra Palmer and Ed Field on *Iron Thunder* and welcomed new SMSA members Rene and Gresh Sackett on *Koel* to their first club cruise. Rene and Gresh regaled us with stories of their

adventures sailing their 36' Cheoy Lee back from Hong Kong, via SE Asia, the Indian Ocean, and South Africa, all the way to Solomons.

Also present for a delicious Happy Hour were Frank and Rita Gerred on *Clockwork*, Jerry and Marilyn Eastwood on *Lynn Dee*, Paul and Anna Grisso on *Mayflower*, and Curt and Dottie Hamilton on *Serenity*. *Deshandera* missed the yummys while waiting to meet up with friends at the marina. Fortunately the storms predicted for the evening never materialized and we all enjoyed a calm, dry night.

Saturday, September 1 - An early start under cloudy skies was in order as we hoped to beat the crowds to Annapolis in search of a good mooring on this busy holiday weekend. *Mayflower* arrived first, as usual, and radioed back for the rest of us to hurry as a few moorings were still free. Wending our way through several racing fleets, all jockeying for position and practicing their spinnaker jibes as we approached Annapolis, made for some adventures and lots to look at along the way. But we lucked out! Everyone found a good mooring and *Deshandera*, *Clockwork*, and *Iron Thunder* even found slips in Ego Alley.

With historic sites to visit, nautical and trendy stores to shop in, restaurants to sample, and a lively musical at the Annapolis Summer Garden Theatre (right across the street from Fawcetts), there was something for everyone. Bill, Charlotte and Rachel Mahood and their guests Elina and Michelle hosted happy hour on *Deshandera*. Paul Eubank and Rose Marie Tiede, who had driven up by car from St. Inigoes, joined us. A perfect day! Oh, and we must report a **sighting**: *Pursuit*, Norm and Rosemary Dawley's boat, was spotted at a slip on the far side of the mooring field on Saturday evening. Which race were they in? The cruisers want to know!

Sunday, September 2 - This sunny sparkler of a day found us headed out of the harbor, each on his own schedule throughout the morning, through a

crowded and colorful spinnaker field, and on down the Bay with a light north wind at our back.

Mayflower again was the first to reach our destination - Dunn Cove - and found *Cheers*, with Palmer and Carol Esau, waiting to welcome the fleet from Annapolis. *Cheers* was our anchor boat for the raft and hosted a wonderful gathering.

Monday, September 3 - Another beautiful day! Can it be time to head home already? Curt and Judy Larsen on *Decoy* had unfortunately arrived after the raft had broken up on Sunday and missed the party. They motored by in the morning to say "Hello" and "Goodbye" to everyone before heading home to Solomons. Winds were again so light we motor-sailed most of the way. It was a fun weekend and we would do it again.

David and Sally Arbuthnot, *Blue Heron*
Cruise Leaders
darbuthnot@chesapeake.net or (410) 326-9202

BATTLE CREEK RACE/CRUISE

August 25-26

Coming out of Solomons harbor *Synergy* saw hazy, but bright sunshine, and light NE winds. Chris and Karen Eggert aboard *Toby*, had a huge code flag "L" hoisted as they hung out near the designated start area off Patuxent Day marker #6A, indicating we should come within hailing range. I, Shawn, later learned it was to pick up modified sailing instructions. As we approached *Toby* (late as usual, about 5 minutes after the suggested start window of 10:00 to 10:20), *Toby* proceeded to haul anchor and begin sailing. Oops!!! So, off with the motor and up the Patuxent we went. Our average winds were in the 3-7 knot range, with occasional gusts of 10 or 12. What those fluky winds did offer was a wide variety of conditions that turned a normal point-to-point close reach "parade" into a good race, with lots of boats fighting for clean wind and position. A word to the wise...don't try to pass Donna and Les on *Lickety Split* to windward. They won't let you go easily.

As with many racing and cruising activities, it is sometimes necessary to implement a plan "B." The

designated Cruise Leaders, the Goodmans, called early in the week to say that they would be unable to lead the August 24-25 Race/Cruise to Battle Creek and would *Brigadoon* be available? Since Janet and Walt were going up the River anyway, why not? *Brigadoon* left the slip later Saturday around noon. The day was partly cloudy and breezy with winds from the east to northeast.

Brigadoon motor sailed past several SMSA boats wending their way up the river. This was a pretty sight. We heard Rita Gerred from *Clockwork* giving directions to *Mayflower* on the location of the finish mark at Battle Creek. Several people had called the Goodmans earlier in the week giving their intentions on joining the cruise, but when *Brigadoon* entered Battle Creek we were amazed at the number of boats already rafted together with *Walkabout* as the anchor boat. Behind us more boats were still arriving! When the race/cruise was complete later in the afternoon, a total of 22 boats were in the raft and one was anchored. Several captains jumped into their tenders and went out behind the raft to take photographs of this awesome sight. We hope some of these pictures are included in the SMSA 2002 Year Book.

Over cocktails, Shawn and Walt agreed to prepare the joint Race/Cruise article for the October issue of *The Clew*.

Here is the list of boats that participated in the race/cruise to Battle Creek:

Boat Name	Owner or operator	Finish Position
<i>Brigadoon</i>	Walt and Jan Rupp	
<i>Chouette</i>	Dennis and Virginia Chandler	9
<i>Clockwork</i>	Frank and Rita Gerred	1
<i>Constant Craving</i>	Mary Marshall and Terry	
<i>Decoy</i>	Curt and Judy Larson	12
<i>Deshandera</i>	Bill and Charlotte Mahood	4
<i>Illumination</i>	David and Pat Marchant	10
<i>Lickety Split</i>	Donna Maneely and Les Griffith	6
<i>Logical Choice</i>	Ian and Ann Sommerville	
<i>Lynn Dee</i>	Jerry and Marilyn Eastwood	14
<i>Mayflower</i>	Paul and Anna Grisso	8

<i>Mistral</i>	Peter and Susan Holt	
<i>Njord</i>	Jay and Elaine Green	11
<i>Patriot</i>	Jay and Mary Hanks	
<i>Ruste Nayle</i>	Rod and Pat Schroeder	13
<i>Second Encounter</i>	Ken Thorn	
<i>Shermax</i>	Max and Sherma Munger	5
<i>Swan</i>	Ken and Ellie Mowbray	
<i>Synergy</i>	Shawn Stanley and Laura Comeau	2
<i>Toby</i>	Chris and Karen Eggert	3
<i>Walkabout</i>	David and Lois Zonderman	7
<i>Windwalker</i>	Bob and Phyllis Herbig	
<i>Yes!!</i>	Ruth Keimig and Joe James	

As the raft broke up with only 30 minutes of daylight left, many people were still in deep conversation and some boats created smaller rafts to spend the night together. After dark, looking over the anchorage, it looked like heaven with all the anchor lights burning brightly against the night sky.

The sail back on Sunday was, of course, with winds now out of the south, providing a beat down the Patuxent with some motor sailing. Laura and Shawn wish to thank *Synergy's* owners (Carol and Pete) for the use of their boat. We buzzed them on the phone on the way down the river and picked them up in the afternoon and took them back out for a great afternoon sail near the mouth of the Patuxent, now providing wonderful S to SE winds at 8-12 knots.

Thanks to Chris Eggert for slaving over the laptop and calculator to provide timely results while we were all on deck enjoying happy hour. Congratulations to Frank and Rita Gerred aboard *Clockwork*, still proving that retired racers turned cruisers can still show up the young whippersnappers and keep us in our place. The race results are located in the Race Results section of this issue of *The Clew*.

We want to thank all that attended for a great time. Also, thanks to the regular cruisers and the hospitality they provided to the regular racers, thanks to Rod and Pat on *Ruste Nayle* for providing some extra ice and to David and Lois on *Walkabout*

for allowing their anchor to dig so deeply into Battle Creek's soft mud while we all hung on it (22 of us). This was a great SMSA Race/Cruise outing enjoyed by all.

Walt Rupp, SMSA Cruise Governor
Shawn Stanley, SMSA Race Governor

SMALL BOATS

Mobjack Nationals Are Huge Success

Visiting Mobjack sailors were thrilled by SMSA's hospitality, Southern Maryland's amenities, and dynamite race committee work for the 42nd annual Mobjack National Championships that were held in mid-August. The competitive 17 boat fleet included local SMSA skippers Regan Weaver sailing with her father John Edwards, and Joe Kubinec sailing with his wife Tracy. Race committee chairman David Meiser coordinated the efforts of a large on-water support group that included Jacki Raley, Don Behrens, Tom Meiser, Keith Jacobs, Jeff Kumke, and Shawn Stanley. Barbara Miller, Laura Comeau, and Barbara Herbig provided shoreside support.

Five races, each about seven miles long, were sailed over three days in varying conditions. These races were a grueling test for the lightweight 17-foot, two-person boats that have a trapeze and spinnaker. The two boats from SMSA used every bit of local knowledge to maximum advantage but struggled to shift gears between the first day's heavy wind to the last day's light wind. Current and tide were a factor in every race. Regan and John were happy with their sixth place overall finish as they have not been sailing a Mobjack together regularly. Although they just missed a position award, Regan took home trophies for top female skipper, top first-time Mobjack Nationals skipper, and shared the top multi-generation family team award with her father. Tracy and Joe took home a position trophy for their fifth place finish and the top husband/wife team trophy. Len and

Heidi Guenther from Tallahassee, Florida won the event with very strong finishes of 1-3-4-1-2. Next year's Nationals will be held in Lewes, Delaware.

Both the Edwards' and the Kubinecs sincerely thank everyone at SMSA who made this event possible. In addition to the race committee and shore side volunteers, the support of Commodore Jan Buckler, Facilities Governor Dan Schneider, Race Governor Shawn Stanley, small boat coordinator Don Behrens, and US Sailing judge Stovy Brown is gratefully acknowledged. This event was in planning for over one year and went flawlessly due to the support and dedication of this group. Visiting sailors were impressed by SMSA's organization, the professional race committee work, and the many off-water activities available in Solomons and Southern Maryland. The success of this event demonstrated once again that "Southern Maryland is the Family Fun Place to Race!"

Joe Kubinec; Mobjack 511 - *Road Kill*

SOCIAL

I'd like to congratulate all the new BOG members, especially our new social governor, Laura Comeau. I know Laura is going to do a wonderful job. Special thanks to those who helped out at the last rendezvous. Your efforts were very much appreciated.

Upcoming Events:

Sunday, October 14: Junior Awards, Oyster Scald and Chili Party. Please contact Shirley Butler at (410) 326-4876 if you can bring chili. (This is NOT a contest!) If you can't bring chili, please bring a salad or dessert.

Saturday, November 3: Planning Meeting 9:30 a.m.

Please bring a breakfast or brunch item to share
Thank you all for your help.

Sandy Leitner, Social Governor
SL_leitner@excite.com, (410) 326-1326

WOMEN'S PROGRAM

With October upon us, I know that I need to get the information out regarding the Women's Cruise. After several discussions and much consideration, I think that I would like to take everyone back up to Battle Creek. Our cruise is scheduled for the same weekend as the Annapolis Boat Show, October 13-14 (poor planning on their part).

The plan is to leave Saturday morning between 9 and 10 a.m. and to pull anchor on Sunday in time to make it back for the Oyster Scald, which begins at 4:00 p.m. This will be the first time I have ever led a cruise, so please be patient with me. If you think that you might be interested, please email me or give me a call so I can send additional information to you as the time approaches. We will keep our fingers crossed for good weather.

The Fall Women's Series saw seven boats out this year. The weather was perfect with crystal blue skies, cool temperatures, and plenty of wind. Our wonderful race committee led by John Weir prudently moved us into the river on Saturday. Even in the river, we saw at least one gust up to 25 knots apparent. With only two boats willing to try spinnaker, the decision was made to sail in one non-spinnaker fleet. Sunday saw the race move back into the bay with continued great weather, slightly higher temperatures, and just a shade less wind. After an exciting Sunday morning race, the fleet was left in the position of having any one of three boats capable of winning the series. The battle of the "Moms vs. Daughters" had created a race within the race and the competition was heated during the final race of the day. When all was said and done, *Valkyrie* had managed to squeeze out the final race. From all the wonderful comments I heard at the mini-rendezvous following the race, I would say all had a good time. If this year's enthusiasm is any indicator, we should have even more boats out next year. Don't forget to gather your skippers and crew early, gentlemen.

Remember, we will allow you to “advise” on your boat next year, so start recruiting early.

On the subject of the proposed plans regarding our options for a new clubhouse...I have been uncharacteristically quiet for me. I am trying to gather as much information as I can to help me understand what is being proposed and why. I feel very strongly that we need to be in a position to make an informed choice when the time comes. Please ask questions, push for clear, thoughtful responses, and think long range. We all want what is best for the club and in that spirit we will succeed.

Gail Goode, Women’s Program Governor
Goodesails@aol.com

Good Breeze and a Great Turnout for Fall Women's Series.

Seven boats and crews made it out to the Women's Fall Series race course this year. The race series was kicked off with a breakfast at the clubhouse with all of the skippers and their crews invited. After discussion, it was decided that the entire fleet would race in one non-spinnaker class as there were only two boats prepared to race spinnaker. The breeze was up and so was the adrenaline as the race committee rocked and rolled on the waves for Saturday's races that were held in the river.

The Navy Patuxent Sailing Club Yawls, *Alert* and *Vigilant* were out with full crew, Jackie White brought out *Second Wind*, Diana Nissen and crew were aboard *Nemesis*, Donna Maneely came out on *Lickety Split*, Maggie Weir sailed *Fubar*, and Peggy Stanley with her crew brought *Valkerie* out for her first women’s series. There was a bit of a mother-daughter rivalry going on with Maggie Weir and Bridget McNamara on *Fubar*, and their daughters, Peggy Stanley and Annie Novel on *Valkerie*.

Jackie White did a great job with her crew on *Second Wind* and took first place in the first race. The *Valkerie* crew found their groove in the second

race, and took first, beating *Fubar* by only fourteen seconds. It was evident after racing that the mother-daughter rivalry could only get more intense. *Second Wind* held onto first place for the first day, with *Fubar* and *Valkerie* right behind. The crews headed in tired and beat on Saturday, hoping for some relief from the elements on Sunday.

Sunday's breeze moderated a bit but was still pretty consistent as boats and crews headed out to the Bay for the day’s racing. The first race placed *Fubar* in first, *Valkerie* in second, and *Second Wind* unfortunately had to retire as they had big troubles with their main halyard. The competition was still very close as the series overall placings went down to the finishes of the final race. In the end, *Valkerie* took the honors, by winning the last race, with *Fubar* right behind, and *Second Wind*, even with the mechanical failures, pulling off a third place overall.

All of the crews were in high spirits as the preliminary race results were announced at the clubhouse. It was clear that the spirit of Women's sailing was very much alive at the very well attended mini-rendezvous gathering. Special thanks to John Weir, Jeff Kumke, Keith Jacobs and Scott for their race committee work, to Gail Goode, and her "crew" for the Breakfast skippers meeting (including L.G., Herb Reese, Jeff Kumke, ...) and to all of the racers, advisors, and boat owners, who helped to make this one of the best Women's regattas in a long time.

Barbara Herbig

MEMBERSHIP

No applications were received this month.

Char Frost, Membership Governor
Cfrost@us.hsnet.net, (410) 326-1978

INFORMATION NOTES

BOAT LIFT WARNING

I tried to buy a Hi-N-Dry boatlift for my sailboat and contacted Terence (TJ) Agan at Southern Maryland Boat Lifts. I sent him a deposit back in May. Every time I called he would promise a lift the next week. He never showed up and for months was unwilling to refund the deposit. I talked with the Calvert County Sheriff's office and they are trying to serve him with multiple warrants on civil cases - I learned he's a known bad guy and clever at evading service. Bay Country Boat Lifts/Norfolk Manufacturing (makers and distributors of Hi-N-Dry) has not refunded the deposit. Two weeks before our court date, TJ Agan finally refunded my deposit.

Robert Willey

BOAT LIFT MAINTENANCE

As someone who has just had his baby boat fall from a lift: All lift owners should tighten all bolts and nuts on their lifts every 3 months, according to the advice of the experts at High-N-Dry. Also, lube often. A wise man is one who moves fast under falling boat.

THE RACER'S EDGE

It's a beautiful Wednesday evening late in the summer, and you as skipper of PEDAL TO THE METAL are approaching the windward mark on port tack making the best speed possible from the dying 6-knot breeze. You quickly scan the scene near the mark to decide your best tactical move, and decide that you must round the mark ahead of the numerous non-spinnaker boats ahead of you, all of which are attempting to round the mark on starboard tack. You see your archrival, WEE WILLIE skippered by Poulet Poop, is to leeward of you, also on port tack and clearly heading for the sterns of all the starboard tack boats. You chortle

to yourself as you decide to sail up to the starboard tack non-spin boats and then quickly tack to starboard so that you can squeeze past the mark well ahead of WEE WILLIE, which should give you a several boat length advantage on the next reaching leg.

You put your plan into action and quickly tack to starboard just to leeward of a non-spin boat. In only 6 knots of breeze, however, your quick tack has killed off some of your speed so you limp toward the windward mark and find you must pinch to round it. Unfortunately your port quarter touches the mark so you quickly decide a 360-degree penalty turn will absolve you of your crime! Shortly after passing the windward mark you quickly perform your 360 and sail off on the reach to the next mark, still several boat lengths ahead of WEE WILLIE. You faintly hear that scumbag Poulet Poop yell, "Protest," but you ignore him and sail on to what you are sure is another victory.

You are wrong! The protest committee throws you out of the race, and your archrival WEE WILLIE is again the class winner! Curses ... foiled again ... but WHY?

Rule 31.2 Touching a Mark states that a boat that gains a "Significant Advantage" by touching a mark (as PEDAL TO THE METAL did by squeezing past the mark ahead of a line of starboard tack boats) CANNOT absolve herself with a 360-degree turn! She must retire or give back the advantage (always a subjective issue). This rule is intended to prevent skippers like you on PEDAL TO THE METAL from dangerously jamming a windward mark from the opposite (and burdened) tack

See you on the Racer's Edge... Fred Dellinger

DATABASE

Please send any information changes to Stewart Buckler sbuckler@olg.com.

SMSA LIBRARY

The author and title listings of the SMSA library are now available at the SMSA website at www.smsa.com.

EDITOR'S NOTE

The deadline for submitting articles for the November issue of *The Clew* will be

Monday, October 15 at 5:00 p.m.

E-mail: weirj@radix.net
Snail Mail: Maggie Weir
46013 Rolling Road
Lexington Park, MD 20653

Jan Buckler has volunteered to put the calendar together for *The Clew* each month. Please be sure to alert her to any events 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!

FOR SALE: Pearson 32' 1979. Diesel (low-time), North Sails, furling, new dodger and bimini, VHR, knot meter and depth gauge, pressure hot water, shower, stereo/equalizer, full winter cover, sailing dinghy, hauled and painted this year. \$26,000. Berthed at St. Leonard Creek. Call Ken Lawyer. (410) 326-9121. (10-01)

FOR SALE: New 2000 Vanguard Zuma, green hull. Fun boat, great for entry level and intermediate sailors. Price \$2500.00 (new price

\$2950). Call Tom Moulds (301) 475-3807 (please leave message) or email at temoulds@hotmail.com. (10-01).

FOR SALE: Cruisair Carry On portable boat air conditioner. Two years old. Like new condition. Includes hood, air deflector and power cord. Located at Zahnisers. \$525. (6-01)
Ken Thorn
(919) 967-9418, BobbittThorn@msn.com.

40'2" BRISTOL, Custom 40 full-keel sloop, 1983. Polar Blue hull, all-teak interior, blue water cruising inventory. Excellent condition. Westerbeke 4-108. Original owner going trawler. \$104,000. See www.yachtworld.com/scottvail. VA (804) 438-6443; or call "Tommy" Thompson at 301-863-2193. (4-01)

VISITOR'S SLIP: For members of SMSA who need a slip for short periods of time (related to races, cruise departures, weekend stops, new boat, etc.), we offer a free slip. Includes water and electricity but no stays aboard without holding tank and no liabilities regarding boats, cars, people or whatever. Our pier is at 38 20.2N/76 30.4W, on the little cove (nine feet depth) off the northwest corner of Mill Cove/Mill Creek in Hollywood, first pier on the right, *Patriot* usually there on the left. Please contact for approval. Jay and Mary Hanks at PO Box 190, Hollywood, MD 20636 or call 301-373-5474 or email jhanks@us.hsanet.net. (5-01)

FOR SALE: 1994 SEAWORTHY 8 ft. rollup inflatable dinghy with oars, pump, and storage bag. \$300.00 Contact Curt or Dottie Hamilton at (301) 863-2454 or curt@olg.com. (11-01)

FOR SALE: Zodiac 9' roll-up inflatable. Very similar to West Marine RU-260. Used only 3 times! Paid over \$ 800. Will sell for \$ 450. Call Bill Moessner (703) 402-8500 or email magicboat@hotmail.com (12-01)

RACE RESULTS

MIXED COUPLES RACE TO BATTLE CREEK

DATE: 25-Aug-01

STDG	CLASS:	Non-Spinnaker	Course: Patuxent River # 6A to #18	Length: 11.5				
<u>STDG</u>	<u>SAIL #</u>	<u>YACHT</u>	<u>RTG.</u>	<u>START</u>	<u>FINISH</u>	<u>ELAPSED</u>	<u>ALLOW.</u>	<u>CORR'TD</u>
1	20200	CLOCKWORK	156	10:24:36	13:10:12	2:45:36	0:29:54	2:15:42
2	83096	SYNERGY	168	10:27:20	13:16:13	2:48:53	0:32:12	2:16:41
3	142	TOBY	141	10:26:45	13:12:18	2:45:33	0:27:01	2:18:31
4	2276	SHERMAX	177	10:19:20	13:18:00	2:58:40	0:33:56	2:24:44
5	33225	DESHANDERA	168	10:18:35	13:18:24	2:59:49	0:32:12	2:27:37
6	43067	LICKETY SPLIT	168	10:05:26	13:15:47	3:10:21	0:32:12	2:38:09
7	80	WALKABOUT	126	10:05:05	13:13:15	3:08:10	0:24:09	2:44:01
8	761	MAYFLOWER	174	11:03:43	14:23:43	3:20:00	0:33:21	2:46:39
9	P34	CHOUETTE	147	10:10:00	13:35:00	3:25:00	0:28:10	2:56:49
10		ILLUMINATION	204	10:06:00	13:43:00	3:37:00	0:39:06	2:57:54
11		NJORD	138			3:27:18	0:26:27	3:00:51
12	D66	DECOY	210	10:22:29	14:12:26	3:49:57	0:40:15	3:09:42
13	6	RUSTY NAYLE	141	10:13:23	13:57:02	3:43:39	0:27:01	3:16:37
14	733	LYNN-DEE	180			3:59:00	0:34:30	3:24:30

SOLOMONS PIER REGATTA 2001

CLASS: **PHRF Gold**

<u>STDGS</u>	<u>SAIL #</u>	<u>YACHT</u>	<u>S/P #1</u>	<u>S/P #2</u>	<u>S/P #3</u>	<u>S/P #4</u>	<u>Score</u>
1	US 173	RALEY SYND	0.75	2	4	0.75	3.50
2	63269	PRIORITY ONE	2	0.75	3	2	4.75
3	142	TOBY	4	5	0.75	3	7.75
4	40107	EN GARDE	3	3	2	4	8.00
5	2511	IRETSU	5	4	6	6	15.00

DNS/DNF= 6

CLASS: **PHRF Silver**

<u>STDGS</u>	<u>SAIL #</u>	<u>YACHT</u>	<u>S/P #1</u>	<u>S/P #2</u>	<u>S/P #3</u>	<u>S/P #4</u>	<u>Score</u>
1	42516	STARGAZER II	0.75	2	0.75	2	3.50
2	67996	NEMESIS	3	0.75	2	3	5.75
3	83096	SYNERGY	4	4	3	0.75	7.75
4	2516	FUBAR	2	3	4	5	9.00
5	2776	SHERMAX	5	5	5	4	14.00
6	43067	LICKETY SPLIT	7	8	6	6	19.00
7	83434	ISLAND TIME	6	8	7	7	20.00

DNS/DNF= 8

CLASS: **PHRF Gold**

EVENT: **Solomons Pier #1**

DATE: 18-Aug-01

DIST(nmi): 1.8

START: 11:05:00

<u>STDG.</u>	<u>SAIL #</u>	<u>YACHT</u>	<u>RTG.</u>	<u>FINISH</u>	<u>ELAPSED</u>	<u>ALLOW.</u>	<u>CORR'TD</u>
1	US 173	RALEY SYND	111	11:29:00	0:24:00	0:03:20	0:20:40
2	63269	PRIORITY ONE	108	11:31:26	0:26:26	0:03:14	0:23:12
3	40107	EN GARDE	138	11:36:58	0:31:58	0:04:08	0:27:50
4	142	TOBY	141	11:42:21	0:37:21	0:04:14	0:33:07
5	2511	IRETSU	96	11:41:20	0:36:20	0:02:53	0:33:27

CLASS: **PHRF Silver**

EVENT: **Solomons Pier #1**

DATE: 18-Aug-01

DIST(nmi): 1.8

START: 11:00:00

<u>STDG.</u>	<u>SAIL #</u>	<u>YACHT</u>	<u>RTG.</u>	<u>FINISH</u>	<u>ELAPSED</u>	<u>ALLOW.</u>	<u>CORR'TD</u>
1	42516	STARGAZER II	168	11:29:55	0:29:55	0:05:02	0:24:53
2	2516	FUBAR	174	11:34:49	0:34:49	0:05:13	0:29:36
3	67996	NEMESIS	168	11:35:28	0:35:28	0:05:02	0:30:26
4	83096	SYNERGY	168	11:35:39	0:35:39	0:05:02	0:30:37
5	2776	SHERMAX	177	11:37:40	0:37:40	0:05:19	0:32:21

6	83434	ISLAND TIME	186	11:48:36	0:48:36	0:05:35	0:43:01
7	43067	LICKETY SPLIT	168	11:48:55	0:48:55	0:05:02	0:43:53

CLASS: PHRF Gold		EVENT: Solomons Pier #2	DATE: 18-Aug-01				
DIST(nmi): 1.7		START: 12:15:00					
<u>STDG.</u>	<u>SAIL #</u>	<u>YACHT</u>	<u>RTG.</u>	<u>FINISH</u>	<u>ELAPSED</u>	<u>ALLOW.</u>	<u>CORR'TD</u>
1	63269	PRIORITY ONE	108	13:37:45	1:22:45	0:03:04	1:19:41
2	US 173	RALEY SYND	111	13:47:41	1:32:41	0:03:09	1:29:32
3	40107	EN GARDE	138	13:57:56	1:42:56	0:03:55	1:39:01
4	2511	IRETSU	96	14:01:51	1:46:51	0:02:43	1:44:08
5	142	TOBY	141	14:10:58	1:55:58	0:04:00	1:51:58

CLASS: PHRF Silver		EVENT: Solomons Pier #2	DATE: 18-Aug-01				
DIST(nmi): 1.7		START: 12:10:00					
<u>STDG.</u>	<u>SAIL #</u>	<u>YACHT</u>	<u>RTG.</u>	<u>FINISH</u>	<u>ELAPSED</u>	<u>ALLOW.</u>	<u>CORR'TD</u>
1	67996	NEMESIS	168	13:59:13	1:49:13	0:04:46	1:44:27
2	42516	STARGAZER II	168	14:03:07	1:53:07	0:04:46	1:48:21
3	2516	FUBAR	174	14:03:57	1:53:57	0:04:56	1:49:01
4	83096	SYNERGY	168	14:10:57	2:00:57	0:04:46	1:56:11
5	2776	SHERMAX	177	14:16:48	2:06:48	0:05:01	2:01:47
6	83434	ISLAND TIME	186			0:05:16	DNF
6	43067	LICKETY SPLIT	168			0:04:46	DNF

CLASS: PHRF Gold		EVENT: Solomons Pier #3	DATE: 19-Aug-01				
DIST(nmi): 2		START: 11:15:00					
<u>STDG.</u>	<u>SAIL #</u>	<u>YACHT</u>	<u>RTG.</u>	<u>FINISH</u>	<u>ELAPSED</u>	<u>ALLOW.</u>	<u>CORR'TD</u>
1	142	TOBY	141	12:08:05	0:53:05	0:04:42	0:48:23
2	40107	EN GARDE	138	12:08:21	0:53:21	0:04:36	0:48:45
3	63269	PRIORITY ONE	108	12:07:51	0:52:51	0:03:36	0:49:15
4	US 173	RALEY SYND	111	12:07:58	0:52:58	0:03:42	0:49:16
5	2511	IRETSU	96			0:03:12	DNS

CLASS: PHRF Silver		EVENT: Solomons Pier #3	DATE: 19-Aug-01				
DIST(nmi): 2		START: 11:10:00					
<u>STDG.</u>	<u>SAIL #</u>	<u>YACHT</u>	<u>RTG.</u>	<u>FINISH</u>	<u>ELAPSED</u>	<u>ALLOW.</u>	<u>CORR'TD</u>
1	42516	STARGAZER II	168	12:01:37	0:51:37	0:05:36	0:46:01
2	67996	NEMESIS	168	12:01:58	0:51:58	0:05:36	0:46:22
3	83096	SYNERGY	168	12:07:57	0:57:57	0:05:36	0:52:21
4	2516	FUBAR	174	12:09:53	0:59:53	0:05:48	0:54:05
5	2776	SHERMAX	177	12:10:21	1:00:21	0:05:54	0:54:27
6	43067	LICKETY SPLIT	168	12:10:42	1:00:42	0:05:36	0:55:06
7	83434	ISLAND TIME	186	12:15:00	1:05:00	0:06:12	0:58:48

CLASS: PHRF Gold		EVENT: Solomons Pier #4	DATE: 19-Aug-01				
DIST(nmi): 4		START: 12:45:00					
<u>STDG.</u>	<u>SAIL #</u>	<u>YACHT</u>	<u>RTG.</u>	<u>FINISH</u>	<u>ELAPSED</u>	<u>ALLOW.</u>	<u>CORR'TD</u>
1	US 173	RALEY SYND	111	13:33:03	0:48:03	0:07:24	0:40:39
2	63269	PRIORITY ONE	108	13:32:54	0:47:54	0:07:12	0:40:42
3	142	TOBY	141	13:40:57	0:55:57	0:09:24	0:46:33
4	40107	EN GARDE	138	13:42:01	0:57:01	0:09:12	0:47:49
5	2511	IRETSU	96			0:06:24	DNS

CLASS: PHRF Silver		EVENT: Solomons Pier #4	DATE: 19-Aug-01				
DIST(nmi): 4		START: 12:40:00					
<u>STDG.</u>	<u>SAIL #</u>	<u>YACHT</u>	<u>RTG.</u>	<u>FINISH</u>	<u>ELAPSED</u>	<u>ALLOW.</u>	<u>CORR'TD</u>
1	83096	SYNERGY	168	13:28:19	0:48:19	0:11:12	0:37:07
2	42516	STARGAZER II	168	13:31:50	0:51:50	0:11:12	0:40:38
3	67996	NEMESIS	168	13:34:46	0:54:46	0:11:12	0:43:34
4	2776	SHERMAX	177	13:35:34	0:55:34	0:11:48	0:43:46
5	2516	FUBAR	174	13:41:31	1:01:31	0:11:36	0:49:55
6	43067	LICKETY SPLIT	168	13:42:02	1:02:02	0:11:12	0:50:50
7	83434	ISLAND TIME	186	13:46:02	1:06:02	0:12:24	0:53:38

**ZAHNISER'S WEDNESDAY NIGHT RACE
RESULTS**

DATE: 15-Aug-01

CLASS: PHRF NS		Start: 18:40:00	Course: KX	Length: 2.10			
<u>STDG</u>	<u>SAIL No.</u>	<u>YACHT</u>	<u>RTG.</u>	<u>FINISH</u>	<u>ELAPS'D</u>	<u>ALLOW.</u>	<u>CORR'TD</u>
1	42516	STARGAZER II	168	20:14:22	1:34:22	0:05:53	1:28:29
2	2511	IRETSU	96	20:11:56	1:31:56	0:03:22	1:28:34
3	83152	ALERT	150	20:14:39	1:34:39	0:05:15	1:29:24
4	242	SLIP AWAY	246	20:18:40	1:38:40	0:08:37	1:30:03
5	73472	ORBITER	120	20:16:20	1:36:20	0:04:12	1:32:08
6	156	SEAQUEST	162	20:19:03	1:39:03	0:05:40	1:33:23

CLASS: PHRF Blue		Start: 18:45:00	Course: KX	Length: 2.10			
<u>STDG</u>	<u>SAIL No.</u>	<u>YACHT</u>	<u>RTG.</u>	<u>FINISH</u>	<u>ELAPS'D</u>	<u>ALLOW.</u>	<u>CORR'TD</u>
1	83096	SYNERGY	168	20:08:42	1:23:42	0:05:53	1:17:49
2	67996	NEMESIS	168	20:09:52	1:24:52	0:05:53	1:18:59
3	2516	FUBAR	174	20:13:51	1:28:51	0:06:05	1:22:46
4	83434	ISLAND TIME	186	20:14:50	1:29:50	0:06:31	1:23:19
5	73283	CIRCLE	192	20:19:54	1:34:54	0:06:43	1:28:11
6	21777	EXCAMBIAN	144	20:18:26	1:33:26	0:05:02	1:28:24
7	2276	SHERMAX	177	20:20:44	1:35:44	0:06:12	1:29:32
8	1003	CHIQUITA	174	20:22:01	1:37:01	0:06:05	1:30:56
9	43067	LICKETY SPLIT	168	20:21:49	1:36:49	0:05:53	1:30:56

CLASS: PHRF White		Start: 18:50:00	Course: KX	Length: 2.10			
<u>STDG</u>	<u>SAIL No.</u>	<u>YACHT</u>	<u>RTG.</u>	<u>FINISH</u>	<u>ELAPS'D</u>	<u>ALLOW.</u>	<u>CORR'TD</u>
1	US 173	RALEY SYND.	111	20:03:47	1:13:47	0:03:53	1:09:54
2	63045	RHUMB PUNCH	111	20:05:53	1:15:53	0:03:53	1:12:00
3	73051	STILL A GORILLA	135	20:06:51	1:16:51	0:04:44	1:12:08
3	63269	PRIORITY ONE	108	20:05:55	1:15:55	0:03:47	1:12:08
5	32204	JAMMIN	99	20:09:54	1:19:54	0:03:28	1:16:26
6	50134	SMOKIN	51	20:16:16	1:26:16	0:01:47	1:24:29

ZAHNISER'S WEDNESDAY NIGHT RACE RESULTS

DATE: 22-Aug-01

CLASS: PHRF NS		Start: 18:30:00	Course: K VX	Length: 2.60			
<u>STDG</u>	<u>SAIL No.</u>	<u>YACHT</u>	<u>RTG.</u>	<u>FINISH</u>	<u>ELAPS'D</u>	<u>ALLOW.</u>	<u>CORR'TD</u>
1	22256	SECOND WIND	180	19:48:18	1:18:18	0:07:48	1:10:30
2	53477	KRUGERRAND	132	19:46:55	1:16:55	0:05:43	1:11:12
3	2511	IRETSU	96	19:51:47	1:21:47	0:04:10	1:17:37
4	83152	ALERT	150	19:55:22	1:25:22	0:06:30	1:18:52
5	73472	ORBITER	120	19:57:14	1:27:14	0:05:12	1:22:02
6	63076	NO BREAKS	108	19:56:46	1:26:46	0:04:41	1:22:05
7	40107	EN GARDE	138	19:58:34	1:28:34	0:05:59	1:22:35
8	4183	BADGER	186	20:03:55	1:33:55	0:08:04	1:25:51
9	83113	VIGILANT	150	20:12:38	1:42:38	0:06:30	1:36:08
10	242	SLIP AWAY	246			0:10:40	DNF

CLASS: PHRF Blue		Start: 18:35:00	Course: K VX	Length: 2.60			
<u>STDG</u>	<u>SAIL No.</u>	<u>YACHT</u>	<u>RTG.</u>	<u>FINISH</u>	<u>ELAPS'D</u>	<u>ALLOW.</u>	<u>CORR'TD</u>
1	93084	BOB	162	19:45:02	1:10:02	0:07:01	1:03:01
2	2516	FUBAR	174	19:49:52	1:14:52	0:07:32	1:07:20
3	67996	NEMESIS	168	19:51:43	1:16:43	0:07:17	1:09:26
4	2276	SHERMAX	177	19:54:17	1:19:17	0:07:40	1:11:37
5	156	SEAQUEST	162	19:54:08	1:19:08	0:07:01	1:12:07

6	83096	SYNERGY	168	19:57:27	1:22:27	0:07:17	1:15:10
7	43067	LICKETY SPLIT	168	19:57:38	1:22:38	0:07:17	1:15:21
8	1003	CHIQUITA	174	20:00:38	1:25:38	0:07:32	1:18:06
9	73283	CIRCLE	192	20:04:05	1:29:05	0:08:19	1:20:46

CLASS: **PHRF White** Start: 18:40:00 Course: K VX Length: 2.60

<u>STDG</u>	<u>SAIL No.</u>	<u>YACHT</u>	<u>RTG.</u>	<u>FINISH</u>	<u>ELAPS'D</u>	<u>ALLOW.</u>	<u>CORR'TD</u>
1	US 105	VALKYRIE	42	19:33:35	0:53:35	0:01:49	0:51:46
2	63269	PRIORITY ONE	108	19:41:26	1:01:26	0:04:41	0:56:45
3	73051	STILL A GORILLA	135	19:43:39	1:03:39	0:05:51	0:57:48
4	63045	RHUMB PUNCH	111	19:44:33	1:04:33	0:04:49	0:59:44
5	53325	ZINGARELLA	99	19:47:08	1:07:08	0:04:17	1:02:51
6	32204	JAMMIN	99	19:51:07	1:11:07	0:04:17	1:06:50
7	53448	JOINT ADVENTURE	111	19:52:58	1:12:58	0:04:49	1:08:09
8	312	WICKED GOOD	138	19:55:23	1:15:23	0:05:59	1:09:24
9	50134	SMOKIN	51	19:57:14	1:17:14	0:02:13	1:15:01

ZAHNISER'S WEDNESDAY NIGHT RACE RESULTS

DATE: 29-Aug-01

CLASS: **PHRF NS** Start: 18:30:00 Course: VY Length: 1.55

<u>STDG</u>	<u>SAIL No.</u>	<u>YACHT</u>	<u>RTG.</u>	<u>FINISH</u>	<u>ELAPS'D</u>	<u>ALLOW.</u>	<u>CORR'TD</u>
1	42516	STARGAZER II	168	19:06:27	0:36:27	0:04:20	0:32:07
2	2511	IRETSU	96	19:09:19	0:39:19	0:02:29	0:36:50
3	83113	VIGILANT	150	19:19:48	0:49:48	0:03:52	0:45:55
4	83152	ALERT	150	19:23:09	0:53:09	0:03:52	0:49:17
5	40107	EN GARDE	138	19:23:04	0:53:04	0:03:34	0:49:30
6	4183	BADGER	186	19:29:56	0:59:56	0:04:48	0:55:08

CLASS: **PHRF Blue** Start: 18:35:00 Course: VY Length: 1.55

<u>STDG</u>	<u>SAIL No.</u>	<u>YACHT</u>	<u>RTG.</u>	<u>FINISH</u>	<u>ELAPS'D</u>	<u>ALLOW.</u>	<u>CORR'TD</u>
1	93084	BOB	162	19:17:44	0:42:44	0:04:11	0:38:33
2	2276	SHERMAX	177	19:20:00	0:45:00	0:04:34	0:40:26
3	2516	FUBAR	174	19:24:07	0:49:07	0:04:30	0:44:37
4	83096	SYNERGY	168	19:24:50	0:49:50	0:04:20	0:45:30
5	43067	LICKETY SPLIT	168	19:25:44	0:50:44	0:04:20	0:46:24
6	1003	CHIQUITA	174	19:29:39	0:54:39	0:04:30	0:50:09
7	67996	NEMESIS	168	19:29:43	0:54:43	0:04:20	0:50:23
8	43162	ELAN	159	19:29:50	0:54:50	0:04:06	0:50:44
9	73283	CIRCLE	192	19:36:20	1:01:20	0:04:58	0:56:22

CLASS: **PHRF White** Start: 18:40:00 Course: VY Length: 1.55

<u>STDG</u>	<u>SAIL No.</u>	<u>YACHT</u>	<u>RTG.</u>	<u>FINISH</u>	<u>ELAPS'D</u>	<u>ALLOW.</u>	<u>CORR'TD</u>
1	US 105	VALKYRIE	42	19:09:20	0:29:20	0:01:05	0:28:15
2	32204	JAMMIN	99	19:18:03	0:38:03	0:02:33	0:35:30
3	63269	PRIORITY ONE	108	19:20:42	0:40:42	0:02:47	0:37:55
4	73051	STILL A GORILLA	135	19:23:35	0:43:35	0:03:29	0:40:06
5	53325	ZINGARELLA	99	19:23:13	0:43:13	0:02:33	0:40:40
6	63045	RHUMB PUNCH	111	19:24:21	0:44:21	0:02:52	0:41:29
7	50134	SMOKIN	51	19:23:06	0:43:06	0:01:19	0:41:47
8	312	WICKED GOOD	138	19:27:56	0:47:56	0:03:34	0:44:22

ZAHNISER'S WEDNESDAY NIGHT RACE RESULTSDATE: **05-Sep-01**CLASS: **PHRF NS**

Start: 18:30:00

Course: K VX

Length: 2.60

<u>STDG</u>	<u>SAIL No.</u>	<u>YACHT</u>	<u>RTG.</u>	<u>FINISH</u>	<u>ELAPS'D</u>	<u>ALLOW.</u>	<u>CORR'TD</u>
1	50134	SMOKIN	51	19:14:25	0:44:25	0:02:13	0:42:12
2	22256	SECOND WIND	180	19:21:58	0:51:58	0:07:48	0:44:10
3	2511	IRETSU	96	19:24:22	0:54:22	0:04:10	0:50:12
4	83152	ALERT	150	19:33:48	1:03:48	0:06:30	0:57:18
5	40107	EN GARDE	138	19:34:37	1:04:37	0:05:59	0:58:38
6	83113	VIGILANT	150	19:37:53	1:07:53	0:06:30	1:01:23
7	4183	BADGER	186	19:44:08	1:14:08	0:08:04	1:06:04
8	73472	ORBITER	120	19:43:38	1:13:38	0:05:12	1:08:26

CLASS: **PHRF Blue**

Start: 18:35:00

Course: K VX

Length: 2.60

<u>STDG</u>	<u>SAIL No.</u>	<u>YACHT</u>	<u>RTG.</u>	<u>FINISH</u>	<u>ELAPS'D</u>	<u>ALLOW.</u>	<u>CORR'TD</u>
1	83096	SYNERGY	168	19:23:27	0:48:27	0:07:17	0:41:10
2	2276	SHERMAX	177	19:28:10	0:53:10	0:07:40	0:45:30
3	2516	FUBAR	174	19:29:18	0:54:18	0:07:32	0:46:46
4	43067	LICKETY SPLIT	168	19:36:45	1:01:45	0:07:17	0:54:28
5	43162	ELAN	159	19:37:19	1:02:19	0:06:53	0:55:26
6	1003	CHIQUITA	174	19:39:55	1:04:55	0:07:32	0:57:23
7	67996	NEMESIS	168	19:40:45	1:05:45	0:07:17	0:58:28
8	73283	CIRCLE	192	19:47:49	1:12:49	0:08:19	1:04:30

CLASS: **PHRF White**

Start: 18:40:00

Course: K VX

Length: 2.60

<u>STDG</u>	<u>SAIL No.</u>	<u>YACHT</u>	<u>RTG.</u>	<u>FINISH</u>	<u>ELAPS'D</u>	<u>ALLOW.</u>	<u>CORR'TD</u>
1	32204	JAMMIN	99	19:23:00	0:43:00	0:04:17	0:38:43
2	63269	PRIORITY ONE	108	19:23:39	0:43:39	0:04:41	0:38:58
3	53325	ZINGARELLA	99	19:23:17	0:43:17	0:04:17	0:39:00
4	3066	ARTFUL DODGER	132	19:28:30	0:48:30	0:05:43	0:42:47
5	312	WICKED GOOD	138	19:32:29	0:52:29	0:05:59	0:46:30



November 2001

















Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	2	3  BOG 2002 Installation  SMSA Annual Planning Meeting 9:30 AM @ Clubhouse (Brunch afterwards)
4  The Wharf Fall Frostbite Race #1	5	6	7	8  BOG Meeting 7:30 PM @ Clubhouse (First BOG 2002 Meeting)	9	10 CBYRA Scheduling Meeting in Annapolis <div style="border: 1px solid black; padding: 2px; width: fit-content; margin-left: auto;">Frostbite Cruise</div>
11  The Wharf Fall Frostbite Race #2  Veterans Day <div style="border: 1px solid black; padding: 2px; width: fit-content; margin-left: auto;">Frostbite Cruise</div>	12	13	14	15  Crew Inputs Due	16	17 PHRF Delegates Annual Meeting in Annapolis
18  The Wharf Fall Frostbite Race #3	19	20	21	22  Thanksgiving Day	23	24
25  The Wharf Fall Frostbite Race #4	26	27	28	29	30	



October 2001



Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2	3	4  BOG Meeting 7:30 PM @ Clubhouse (Final BOG 2001 Meeting)	5  Albacore National Championship Measurements and Check-in	6  Albacore National Championship Regatta  Junior Fall Regatta 8:00 AM - 5:00 PM Columbus Day Cruise Annapolis Boat Show
7  Albacore National Championship Regatta Junior Sunday Afternoon Program 1:00-4:00 PM (Final Sunday of 2001 Season) Columbus Day Cruise Annapolis Boat Show	8  Albacore National Championship Regatta Columbus Day (Celebrated)	9	10	11	12	13  Hooper Island/Point No Point Race Women's Cruise
14 Fall Invitational Race Oyster Scald & Chili Party Rendezvous 4:00 PM @ Clubhouse Junior Program Awards @ Rendezvous Women's Cruise	15  Clew Inputs Due	16	17	18	19	20
21	22	23	24	25	26  J29 National Championship Regatta	27  J29 National Championship Regatta Halloween Cruise
28  J29 National Championship Regatta  Daylight Savings Time Ends - Set Your Clocks Back Halloween Cruise	29  J29 National Championship Regatta	30	31  Halloween			