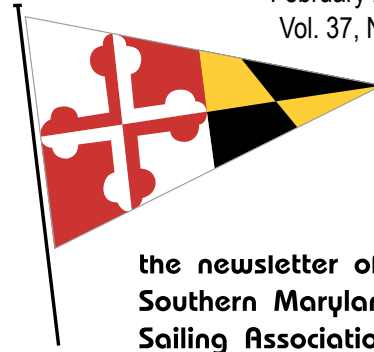


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February 2007,
Vol. 37, No. 2



the newsletter of
**Southern Maryland
Sailing Association, Inc.**
P.O. Box 262, Solomons, MD 20688
www.smsa.com

the clew

COMMODORE



After a week of Key West sunshine with days in the 80's and 15 knots of breeze, it is no wonder that so many SMSA members choose to remain in the lower latitudes during the winter months.

Several of our club members participated in KWRW with various Race Committee duties, and performed magnificently! The true excitement of the week was having our own *Rhumb Punch*, lead by John and Linda Edwards, win the PHRF 5 Class with an impressive eight 1st place finishes and a 2nd place finish! *Rhumb Punch* placed 2nd overall in the first ever PHRF National Championship!

Prior to leaving for Key West, the inaugural Board of Directors (BOD) meeting was held at the clubhouse. The

BOD appointed your 2007 Program Chairs, voted in many new members and approved the 2007 budget.

The budget this year was particularly hard to formulate, as we have so many unknowns with our new location and the increase in our dues structure. We used conservative numbers and we now have a plan for a balanced budget that supports all our existing programs, and provides for additional utilization of the SMSA clubhouse.

The new budget includes plans for a concise, hard copy version of the Clew. The exact details are being worked out. If you have any ideas regarding this or any other SMSA issue please forward them to me, another club officer or a director.

The new calendar has been posted to the website. Please plan to attend some winter events. Ongoing now, we have the winter seminars (now moved to the clubhouse, the Friday Night Socials, the

Welcome New Members

Donny & Jean McDougall
Ellen & George Bierlin
Allen & Karen Norton
Scott Patterson
Jim & Kathy Sharkey
Ted & Lynne Gross

Race Management and Rules seminars and the various planning meetings at the clubhouse.

Finally, you should have received your membership renewal by this time. Membership in SMSA is still a fantastic value, with our outstanding on-the-water programs, ashore programs, the new clubhouse and other initiatives being discussed. Please take a moment to complete your renewal form, insert your check and return them to Laura Stanley, the membership chairperson.

Don Behrens, Commodore

GENERAL NOTICES

BOARD OF DIRECTORS

Commodore Don Behrens commodore@smsa.com	Directors David Arbuthnot darbuthnot@comcast.net
Vice Commodore Robert "Smitty" Smith vicecommodore@smsa.com	Jim Keen williwaw66@hotmail.com
Rear Commodore Joel Bergsman rearcommodore@smsa.com	David Meiser meiser@comcast.net
Treasurer Joe Kubinec treasurer@smsa.com	Max Munger maxmunger@verizon.net
Secretary Shannon Walters secretary@smsa.com	LG Raley lgraley@wildewood.com
	Rod Schroeder

PROGRAM CHAIRS

Racing Jim Keen race@smsa.com	Membership Laura Comeau-Stanley membership@smsa.com
Cruising Wayne Wilson cruise@smsa.com	Publicity Tim Flaherty publicity@smsa.com
Women's Barbara Miller women@smsa.com	Facilities Cindi Eaton facility@smsa.com
Junior Tom Moulds junior@smsa.com	
Social Carol Smith social@smsa.com	

BOD MEETING MINUTES

The minutes of BOD meetings can be found in the member forum at www.smsa.com.

SMSA LIBRARY

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

SUBMISSIONS TO THE CLEW

The deadline for submitting articles for the next issue of the Clew is:

February 15, 2007.
Email to: clew@smsa.com

If you submit an article for the Clew, you will receive an email acknowledging receipt. Articles and digital pictures are always appreciated!

Feedback or suggestions for articles or content can also be sent to the email address above.

NOTE FROM THE EDITOR



You will have now received your membership renewal form. Buried in the middle of the application form is a checkbox that asks if you would like to continue to get your Clew via email. The default answer is no, you'd rather get a hardcopy of the Clew through the mail.

Before you say "Why not?", let's consider what this means. To make it economic to mail, the Clew would have to be condensed, and to make it economic to print, would have to be black and white.

From the positive feedback I get, I know you value the current format of the Clew, with the great stories from the members with their great color photos.

I appreciate that some members prefer paper, but a third option has been proposed. If we provide printed copies of the Clew at the clubhouse, it eliminates postage costs and all the associated drudge volunteer hours. The savings would offset the printing costs and we could all enjoy the Clew in our preferred media. Don't just leave the box unchecked (even by accident), write down "Email", "Mailed" or "Hardcopy at Clubhouse", and let the BOD know what you really want.

Mark Brownhill, Clew Editor

SOCIAL



The New Year is underway and we have lots planned for 2007. This year's calendar has been posted, and is pretty full. We have Friday Night Socials from 4:30 PM to 7:30 PM. Come on by, we serve light snacks and beverages.

For those who would like to host a Friday night, please stop by at a social, or contact me by email or phone. The host's duties are pretty simple: setup (put beer on ice, preheat the stove and so forth), bartend and clean up. Getting friends to help lightens the load. I will be creating a checklist to assist. For those of you who have already jumped in and lent a hand, I thank you.

The next big event will be opening day, March 31st. We hope to see you all around the clubhouse. For those that would like to lend a hand for any of the social events this year, please contact me.

I would like thank BJ for all of her hard work over the last two years. I have big shoes to fill as your new Social Chair and I am looking forward to the challenge.

Finally, a little about me. I joined the club as a small boat racer on *Vitamin Sea*, and then discovered that I liked big boat racing, too. I now cruise on *Noon Somewhere* and assist with the Small Boat and JR Programs when needed.

Carol Smith, Social Chair

REAR COMMODORE



It's a pleasure and a challenge for me to take over the position of Rear Commodore. We are just starting to figure out how SMSA's governance will work, in practice, under the new By-Laws. The roles of the Vice and Rear Commodores in working with the "on the water" and "land" Program Chairs respectively will

become more important. I intend to try hard to support the "land" Chairs and their committees and associates – Social, Facilities, Membership, and Publicity.

The main challenge of this part of SMSA's executive duties is retaining as many as possible of our existing membership, while attracting as many new members as possible. Carol in Social, Laura in Membership, Tim Flaherty in Publicity, and

others who are working with them, and of course everyone that has worked to make our new clubhouse so attractive, have already made a lot of progress.

I invite any and all SMSA members who are interested, have ideas, and want to get involved to help us in our main job of increasing the membership, and all the other work involved in running any of the many activities in these four areas.

If anybody's wondering "what am I going to get out of my membership for the \$480 I will have to pay?" I suggest you try pitching in somewhere and doing some of the work that makes the club run. There's no richer reward you can get from your membership than the satisfaction of building up the club!

Joel Bergsman, Rear Commodore

TREASURER



The budget meeting went well into the night as your board of directors formalized a budget for 2007. We are glad to report that the budget is balanced and relies on conservative membership renewal rates. We are also pleased to report that the number of new membership applications being received remains robust. We

attribute this to the new clubhouse where the Friday Night Socials bring cruisers, big boat racers, and small boat racers together. Feel free to bring guests to these events as the atmosphere is casual and friendly.

The transition from the outgoing treasurer to the incoming treasurer is complete. Contact me at any time if you have a question or concern.

By the time you read this, Tracy and I will have returned from Key West Race Week where a group of SMSA volunteers helped with on-and-off-water race management. Our efforts help advertise SMSA's Screwpile to racers, and our participation builds SMSA's race management skills to ensure the continuing quality of our regatta.

Joe Kubinec, Treasurer

MEMBERSHIP



Your 2007 Board of Directors approved several new membership applications at the January 11th meeting. They are as follows: Donny & Jean McDougall, sponsored by David & Jacki Meiser; Ellen & George Bierlin, sponsored by Tom Meiser; Allen & Karen Norton, sponsored by Peter & Susan Holt; Scott Patterson, sponsored by Shawn Stanley; Jim & Kathy Sharkey, sponsored by David & Jacki Meiser; Ted & Lynne Gross, sponsored by Tom Meiser. In addition to the new membership applications reviewed, the BOD also voted to reinstate former members Dennis & Janis King, originally sponsored by Chuck & Jane Crawford. Welcome aboard everyone!

The BOD reviewed a request from long time club members LG & Merrie Ruth Raley to change their membership status from Family to Emeritus. LG & Merrie Ruth have been

strong supporters of our club's programs as well as dedicated volunteers over the years. I am happy to announce that the request was unanimously approved by the BOD.

This article was generated in the living room of a lovely house just one block from the Southernmost Point of the United States. Shawn and I were very fortunate to be there as crewmembers aboard *Rhumb Punch* for its 2007 Key West Race Week campaign, just two of many SMSA members enjoying the sunshine and warmth of the Florida Keys. John and Linda Edwards and the rest of our *Rhumb Punch* team had a fabulous showing, winning PHRF 5 in Division 4 and placing 2nd in the first ever PHRF National Championship. Shawn and I are both proud and humbled by our success along with the outpouring of support from SMSA members and our fellow Chesapeake Bay sailors. We look forward to sharing some racing stories with you when we return.

Laura Comeau-Stanley, Membership Chair

WOMEN'S PROGRAM



We still have a variety of subjects scheduled for the remainder of the Winter seminars. They are now being held at the clubhouse, for the convenience of the members. They start at 6:30pm and end at 8:30pm On Feb. 17, Keith Jacobs will hold a race management seminar at the clubhouse, 1:00-5:00pm.

Barbara Miller, Women's Chair

Winter Seminar Schedule (now at the clubhouse)

- Feb. 2 - Inspecting your standing rigging, lines, blocks, etc.
Mike Meers, Chesapeake Rigging.
- Feb. 9 - Diesel engines.
Kate, Drum Point Marine.
- Feb. 16 - Wine Tasting.
- Feb. 23 - Weather for sailors.

BUYING, SELLING AND MAINTAINING YOUR BOAT



Derek Rhymes from All Boat & and Yacht Inspections, LLC delivered an interesting presentation on the important issues surrounding buying, selling and maintaining a sailboat, the first in our Winter Seminar Series.

Derek walked through the life cycle of finding, negotiating, and buying a boat. Not surprisingly, he presented the value of a Surveyor, not only in the buying process, but as a general resource for finding qualified people to work on the boat, and to help work with insurance companies in the case of a claim. He provided good advice on how to select a quality surveyor and provided links to the relevant organizations that can help.

One of the most interesting topics was his opinion on what maintenance items should be left to the professional. On the

list were repairing engine and gearbox seals, diesel injection pump issues, engine and shaft alignment, significant vibration, an increase in exhaust smoke and difficult starting issues.

Derek believes that most breakdowns on boat occur due to a lack of maintenance. This jives with a comment from the famous Nigel Calder who says that marine batteries don't die, they are murdered. Derek provided a comprehensive list of preventative maintenance for the engine, gearbox, fuels system, exhaust system and electrical system,

Derek prides himself in his knowledge of marine electrical systems and presented several examples of dangerous and deadly wiring practices. One of the key issues for an older boat is that the ABYC standards may not have been adhered to, especially for upgrades. He recommended the Boatowner's Mechanical and Electrical Manual by Nigel Calder (3rd ed.).

The time went by very fast and Derek had to cut short his presentation to allow the West Marine folks to go home. Come try a seminar, we enjoyed this one very much.

Mark Brownhill, Wavedancer

RACING



We had another great turnout for the Awards Banquet, and it was nice to be back at the College. Thanks to all who made it happen, particularly to BJ in her swan song as Social Governor. It was a great way to celebrate another terrific year of racing, congratulations to all the award recipients.

We are now into the heart of the three month break between racing seasons... time to attend seminars, clinics, catch up on neglected home chores, go skiing, and for the lucky ones, do Key West, Charleston, or St. Pete. If you're looking for a neat winter/spring training event for your crew, consider the North U Racing Trim and Racing Tactics Seminars. Hosted at Anne Arundel Community College in Annapolis, this year's seminar will be held 17-18 March, with instructor Tucker Thompson. After a skipper signs up, the rest of the crew gets a nice discount. More details at www.northu.com.

John and Linda Edwards, and their mostly SMSA crew aboard *Rhumb Punch* literally smoked the fleet in Division 4, PHRF 5 in Key West. Other than a throw-out 2 in race #5, they had ALL BULLETS for a CLEAN SWEEP! 1-1-1-1-(2)-1-1-1-1 = 8! The Punch crew, consisting of John Edwards, Clarke McKinney, Joe Szymanski, Laura and Shawn Stanley, Amy Ironmonger, Jae-Nee Ausley, and Geoffrey Rhodes did an absolutely amazing horizon job on the rest of the 9-boat fleet. Mama Punch (Linda), Mary Anne McKinney, and Sandy Leitner worked the ground logistics. Well done! We are all so very proud of you!

SMSA members Don Behrens, Herb Reese, Keith Jacobs, Joe Kubinec, Tom Moulds, Robert Herbig, and Joy Dorethy helped Premiere Racing with Race Committee and Race Management duties. If one is not racing in Key West, I can't think of a better way to enjoy the event than to be there working it.

You should have received your 2007 renewal notice by now. You see that our race fees have remained at \$200 and \$60 respectively for big and small boat racing. Please get your fees, dues, entry forms and PRHF certificates as soon as possible so we can get ready for the upcoming season.

Join us at the Annual Winter Racers' Planning Meeting on Wednesday, 7 February at 1900 at the clubhouse. Many good ideas have been proposed to improve our racing program, so please attend and bring your ideas. We'll talk about them as a group, and make whatever changes are warranted in time to publish in the 2007 Race Circular.

We have lamented for years that we rarely get any other clubs' racers to participate in our SMSA-hosted CBYRA races. Well, this year Herrington Harbor Sailing Association is going to send 6 to 10 boats to race in our Fall Invitational in Octo-



Rhumb Punch in the process of winning yet another race



Rhumb Punch crew and other SMSA members at Key West



Joy hard at work as Rhumb Punch starts another race

ber. They plan to run a feeder race from Herrington Harbor, and join us at our Chile Cook-off/Oyster Scald. They heard about the great time we had on the opening day of our clubhouse and wanted to come down and join us this next year. The new clubhouse will open up new doors that we haven't yet begun to imagine.

Jim Keen, Race Chair

CRUISING

PROGRAM CHAIR REPORT



By the time that you read this we will have held the 2007 SMSA Cruise Planning meeting and established the season's itinerary. I have early notification of a proposed 2-week cruise up the Potomac to Washington, D.C. and some interesting weekend cruises - hopefully, pulling together boats from the Cruise and Race programs. Details will be provided in the next Clew following the meeting.

As many of you know, Sally and I will be retiring in May and going cruising in 2007. We plan a multi-month cruise up the East Coast to Canada's Bay of Fundy and a slow return in

the fall - perhaps to continue to the Bahamas for the winter. I'll detail our cruise in the next Clew and will stay in touch with periodic posts to the SMSA web Member Forum in the "Cruisers Log".

But... the point is, SMSA will have a Cruise Chairperson "in absentia" (as versus the current "Interim" Cruise Chair) unless someone steps up! With the cruise planning meeting behind us in January - the remaining duties will consist mostly of keeping track of cruise participation, logging the points awarded and cruising. It's not difficult, volunteer, Uncle SMSA needs you! Try it, you'll like it!

Hope to see you at the clubhouse.
Wayne Wilson, Interim Cruise Chair

SPECIAL ICW REPORT PART 3 (OCTOBER 30-NOVEMBER 15)



On October 30, we left Charleston late because we had a 9:00 AM bridge opening. The names of the rivers on this portion of the trip are wonderful: Stono, Wadamalw, Dawho, Edisto, Coosaw, and my favorite, the Ashepoo.

We entered the low country, plains of tall march grass with clumps of trees signifying the high (1 -2 feet) ground, so different than anything that we had seen so far. We anchored in Rock Creek and the tides were beginning to be something to reckon with (5 -6 feet). Our boat did not point into the wind but aligned with the tide. It was warm, with highs in the upper 70's and cool (50's) at night. The next morning we had to pull *Easy Time* (Ron and Susie Williams) off a shallow spot that was 7-feet deep when we arrived.

The next day we motored through more grass to Beaufort. The marina is right downtown, with good restaurants. We went to a wine tasting at a store front that is the retail operation for a local winery. Sampled a few, some were excellent and others not. That night we went to Emily's, a tapas restaurant. It was excellent. We were joined by *Easy Time* and a couple from a boat called *Anita*.

In the morning, we led the pack out of Beaufort at 6:30 heading to the Isle of Hope Marina near Savannah. The country side is absolutely flat. You can't see anything but grass and the masts of sailboats that are ahead of you. The ICW is starting to wind like a snake. We hit a few shallow spots, but crossing the Savannah River into Georgia was more exciting, dealing with large ships and strong currents.

We pulled into Isle of Hope as I needed fuel. I went for a starboard side (right) tie into the wind, but the current had

other ideas and made me do an immediate port side tie up. Don't fool with the current. Ignore the wind and pay attention to the current.

Since we got in early, we decided to take a taxi into Savannah for lunch at Ms. Wilkes Boarding House. It was the best food yet: meat loaf, sausage, pork barbeque, macaroni and cheese, mashed potatoes, salad, sweet potatoes, limas and blacked-eyed peas, green beans, parsnips, biscuits, corn bread, gravy, sauerkraut, cole slaw, collard greens, banana pudding, pineapple delight, and the best fried chicken that I have ever had. Their motto is "If the Colonel made fried chicken this good, he would be a general". At the end of the meal, we took our own dishes to the kitchen. All of this for \$15.00 each. We took the bus back to the marina and had a very interesting time seeing the other side of Savannah.

The next day we took the marina loaner car to the Piggly Wiggly, (just known locally as "The Pig") and on to Wal-Mart. We then went back to Savannah with Ron and Suzie. We took a trolley tour around Savannah. We saw the sights and got the history of the city. We finished up by taking a tour of the Mariners Museum.

November 3, we left Isle of Hope rather late as we couldn't proceed until we got through a bridge that had an opening at 9:00. We motored in miserable cold weather, 25 - 30 knot winds, with the current in the opposite direction. We were very happy to have our new enclosure! The landscape was not pretty. Still nothing but grass.

We went into a little creek for the night to Kilkenny Marina (don't bother looking it up because as far as we can tell there is no Kilkenny on any map.)

Left next morning at 6:15 and there was a standing 2 foot wave in the creek where the tide met the wind. It was not

hard to get away from the dock, we just untied and we were moving. The current was about 4 mph with a 9.9 foot tide, but luckily we were going with it this time. We crossed St. Catherine's Sound and Sapelo Sound and into the Front River Cut. It got very shallow around the range marker. We almost went aground. This was one of our longest days, 61 miles, finally stopping in Golden Isle Marina in St. Simmons.

The next day was one of our shortest days, just 10 miles, stopping at Jekyll Island. We spent two nights there because of bad weather – thunderstorms. We established a hard and fast rule on the boat. During a thunderstorm, no one is allowed to put their tongue on the mast. We borrowed bikes from the marina and did a little sight-seeing. Very flat. Old people on bikes like flat. The restored old mansions are something to see. During Jekyll's heyday, the very rich would spend the winter in their "cottages" and have all of their meals at the club house, so most of the mansions did not have a kitchen.

November 8 we left around 7:30. We crossed the Jekyll Sound, where the ICW goes into the Atlantic. It was very choppy, 20 – 25 knot winds and lots of cross currents. As we looked out to the Atlantic we could see the "elephants marching". (When you look at the ocean and the horizon looks like a line of elephants – there are some big waves out there.) In the center of Jekyll Sound, there is a shallow spot with waves breaking. It is a little disconcerting to look back into what you think of as safe water and see waves breaking. We were very glad to get into the Cumberland River.

We motored near Kings Bay Sub Base. Huge buildings (big enough to hide several submarines), a degaussing station (whatever that is) and lots of security.

As we approached the marina in Fernandina, the dock workers said that the current was really moving (along with a 25 knot wind). It took me several tries to get into the slip. As I slowed down to enter the slip the wind and current would move me away. It was Antha's birthday eve celebration. We dined with *Easy Time* at Espana's, a Spanish and Portuguese restaurant.

November 9, we motored to Jacksonville to Palm Cove Marina. The wind died down some and was only 15 -20 knots. We went down the Anelm River and across the Nassau Sound and into the St. John's River. Luckily there were no big ships. We finally got into Jacksonville.

We have decided to try for a crossing to the Bahamas as early as possible, so we will keep on moving. We hope that the weather cooperates because we don't want to wait forever for the "perfect weather" window.

We left Jacksonville bound for St. Augustine to spend two nights at the downtown Municipal Marina. The weather had warmed and it was time for shorts and t-shirts. We motored

down the Tolomato River and saw several dolphins and our first manatee. We arrived in St. Augustine just in time for dinner with *Cat Morgan* (Jack and Nikki Goodman) and *Easy Time*.

We took the tourist train to see all of St. Augustine, stopping off at the old fort (free for all veterans and their families). It was an amazing place. I couldn't imagine the man-hours it took to build it with no heavy machinery. Dinner was at Habana, a Cuban restaurant that was unbelievable.

November 12 we left St Augustine and motored down the Anastasia River to the Matanzas Inlet. Very tricky depth. We learned to stay away from the green markers (left side of the channel). A boat ahead of us (Blue Magic) ran aground hard. He was knocked out of his seat and we could actual see the stern of the boat lift up. He was all right, but we led for quite a while radioing depth readings back to him.

We stopped at the Daytona Marina and Boatworks for the night, but we will not go back there. They weren't interested in two little sailboats. The next day was a beautiful, warm and sunny. Lots of dolphins and three opening bridges. We went through Mosquito Lagoon, very pretty with lots of little islands, but no mosquitoes. We went through Haulover cut and bridge which is closed when they have a rocket launch from Cape Canaveral.

We stopped for fuel and pump out at the Titusville Municipal Marina where they had a resident group of manatees. We were told that if we washed our boat they would come for the fresh water. It is illegal to feed or provide fresh water for the manatees, but washing your boat is ok. We had to wait for a manatee to get out of our slip. We washed our boat, rinsing very carefully and the manatees did come. We had two very large ones and a smaller one.

November 14, we tried to leave the dock but we couldn't. We could back up a little and then stop. Did we hit a manatee? A shallow? No. Dale forgot to untie one line. Oh well, we are off to Eau Gallie.

November 15 we arrived at Vero Beach. We will be spending several days here. This is a very nice place. Vero is often called Velcro Beach, because boaters come here and get stuck! They end up spending the entire winter here. We have everything we need here – nice showers, lounge with 2 televisions free bus service, walking distance to the beach, and a restaurant you can dingy to for dinner.

We have to wait for a weather window. It looks like we might cross on the day after Thanksgiving or possibly sooner. It all depends on the weather.

Dale and Antha, Mongoose Magic

2007 JUNIOR SAILING PROGRAMS

Registration is now open for Junior Sailing Camp, and details are available at the SMSA website at www.smsa.com. The 2007 program will include day camps, a Sunday afternoon program and racing events.

Camps will follow the U.S. Sailing curriculum, led by a U.S. Sailing certified instructor and two assistants. They will be held at the SMSA club house on Solomons Island. Chil-

dren ages 8 to 18 are welcome. All camp participants must be SMSA Junior Members, and membership fees are included in the camp tuition. The Sunday program is intended to provide additional opportunities for young sailors to practice new skills and refine existing skills. Junior Program Racing will occur throughout the year with several informal events.

Tom Moulds, Junior Chair

CALENDAR

FEBRUARY

- 2 (Fri) Membership Social** at the SMSA clubhouse - 4:30pm-7:30pm.
- 2 (Fri) Winter Seminar Series** - Inspecting your Standing Rigging, Lines, Ropes, and Blocks, Mike Meers, Chesapeake Rigging. At the clubhouse - 6:30pm-8:30pm.
- 7 (Wed) Annual Winter Racers' Meeting** at the SMSA clubhouse - 1900.
- 9 (Fri) Membership Social** at the SMSA clubhouse - 4:30pm-7:30pm.
- 9 (Fri) Winter Seminar Series** - Diesel Engines, Kate, Drum Point Marine. At the clubhouse - 6:30pm-8:30pm.
- 16 (Fri) Membership Social** at the SMSA clubhouse - 4:30pm-7:30pm.
- 16 (Fri) Winter Seminar Series** - Winetasting. At the SMSA clubhouse - 6:30pm-8:30pm.
- 17 (Sat) Race Management** - Keith Jacobs. At the SMSA clubhouse - 1:00pm-5:00pm.
- 18 (Sun) Yearbook Inputs due**
- 23 (Fri) Winter Seminar Series** - Weather for Sailors, Pat Healy. At the clubhouse - 6:30pm-8:30pm.

MARCH

- 2 (Fri) Membership Social** at the SMSA clubhouse - 4:30pm-7:30pm.
- 2 (Fri) Race Rules Training** at the clubhouse - 7.30pm
- 8 (Thu) BOD Meeting** at the clubhouse - 7:00pm
- 9 (Fri) Membership Social** at the SMSA clubhouse - 4:30pm-7:30pm.
- 9 (Fri) Race Rules Training** at the clubhouse - 7.30pm
- 16 (Fri) Membership Social** at the SMSA clubhouse - 4:30pm-7:30pm.
- 18 (Sun) Spring Frostbite Race**
- 23 (Fri) Membership Social** at the SMSA clubhouse - 4:30pm-7:30pm.
- 23 (Fri) H/S Pot Luck** at the clubhouse
- 25 (Sun) Spring Frostbite Race**
- 30 (Fri) Membership Social** at the SMSA clubhouse - 4:30pm-7:30pm.
- 31 (Sat) Opening Day Ceremony and Brunch**

Friday Night Socials

**4:30 p.m. - 7:30 p.m.
at the clubhouse!**

Bring a prospective new member!

Winter Seminar Series

**Fridays in February: 6:30 p.m. - 8:30 p.m.
NOW at the CLUBHOUSE!**

CLASSIFIED

1983 OLSON 30. Quantum sails: Main ('02), Light #1 ('03), Heavy #3 ('04), Spinnaker ('05). Also original main, plus Haarstick heavy #1, AP #1, and light #1. Garmin 182C Color Chart Plotting GPS, with large Chesapeake area Blue Chip. VHF with mast head antenna, control head in cockpit, and emergency location from GPS. Depth sounder new mid season '05. KVH instrumentation system as is, digital compass and count

down timer work fine. Two new bulk head compasses. 4hp Evinrude O/B. \$10,000 or best offer by December 31st. 301-862-1083 (awh but before 9pm, please).

1989 OLSON/ERICKSEN 25, "The Baby," hull #114. Ideal Wednesday night boat. Sail-Comp with recently replaced display; Raytheon depth/speedo; 5hp four-stroke Tohatsu outboard with alternator; well-used but serviceable sail

inventory: 2 mains, 2 spinnakers, Chute-Scoop, #4, #3, light and heavy #2s, light & heavy #1s. Tuff-Luff. Quick Vang. Rudder rebuilt by Foss. Newly refinished bottom 2006. Surveyed in May 2000. Location: Chesapeake Bay, lower Potomac. Asking \$9,500. Email Rob & Sue Sloan (snrs@earthlink.net) or call 301-872-0038 and leave message.