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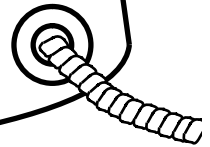
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the newsletter of  
**Southern Maryland  
Sailing Association, Inc.**  
P.O. Box 262, Solomons, MD 20688  
[www.smsa.com](http://www.smsa.com)

# the clew



## COMMODORE



Warmer weather and the return of the local sailing season are coming. Opening Day is on the 31st of March, and many members have been very busy preparing for the upcoming season, and I easily meet twice a week with different members to discuss plans.

A big thanks to all of you that are already working so hard to support our club. I encourage every member to consider volunteering to help with the various programs. Any amount of time and/or expertise you can offer are greatly appreciated. In particular, the Junior and Small Boat Programs are looking for a few more volunteers.

The club has been very busy – I hope you haven't been missing all the great events that have been happening. Both

the Cruise and Race Programs have had their planning meetings, which were well attended and very productive. We have a replacement for Wayne Wilson as the Cruise Program Chairperson. A big thanks goes to Chris Miller who has stepped up. Chris has a rather large challenge to continue the excellent job Wayne has done. Laura Comeau-Stanley, our Membership Chair, tells me that the renewals continue to arrive in her mailbox. The Facility Committee has been busy planning the spring opening of the clubhouse and running the Friday Night Socials. The Women's Program has had a very good turnout at each of the Friday night training sessions. Keith Jacobs presented a Race Management seminar, which was very informative to those who attended.

March will be busy. The next BOD Meeting has been rescheduled for March 7th, 7pm at the clubhouse. The annual

SMSA Race Rules Training seminar will be presented on March 2nd and 9th. The racing season kicks off with the first Spring Frostbite Race on March 18th, the Opening Day Cruise is on March 31st, and the Friday Night Membership Socials continue every Friday.

Looking slightly further ahead, there are two events that really stand out in my mind. The Race Program has arranged to have a US Sailing Race Management Seminar on April 7th; more info will be available on this event very soon. The Facility Committee has arranged for Gary Jobson: Yes that's Gary Jobson of America's Cup and ESPN fame, to visit SMSA on April 19th and provide his presentation titled "Championship Sailing". More information on this is available elsewhere in this Clew.

Wow, I'm excited, are you? See you at the clubhouse.

*Don Behrens, Commodore*

## BOARD OF DIRECTORS

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## MEMBERSHIP



Have you been to one of our Friday Night Member Socials yet? If the answer is no, then I hope you'll find some time in March to stop by and perhaps bring a friend or two. These weekly events offer a chance to socialize with your fellow SMSA members and it provides a great opportunity to introduce potential members to our facility, our programs and our members. Come join in on the fun!

More than half of the membership renewals have arrived by mail. If you haven't sent yours in yet, don't delay, as they are due no later than February 28th. Make sure you're included in the 2007 Yearbook Membership Roster by submitting your data by the deadline.

*Laura Comeau-Stanley, Membership Chair*

## TREASURER



The SMSA budget has been completed and distributed to officers, directors, and program chairs for their use as a tool to monitor the club's financial status. Based on our phased budget, we are running ahead of our dues collection targets, with approximately half of our membership income already received. The cost of heating the clubhouse is running slightly higher than budgeted, but there is margin elsewhere in the facilities budget to cover this. All-in-all, we are in good financial shape.

*Joe Kubinec, Treasurer*

## JUNIOR



The 2007 Summer Camp Schedule is now available on the web-site. Please take a look and pass the information on to anyone you think might be interested. Devon is returning this year as the lead instructor and we are looking forward to a great summer program, which will include day camps, a Sunday afternoon program and racing events.

The High School Sailing program is ready to kick off another season, so join us at the potluck dinners on March 23rd and April 20th, and at the Weekend Regattas on April 1st and May 12th.

Finally, the Junior Program was recently the recipient of a \$1000 Youth Boating Grant presented by West Marine. The grant was received in much needed equipment including 8 Mushroom Anchors and Lines, 4 Markers with a pump, and 10 Spools of Yale Cordage Pulse.

*Tom Moulds, Junior Chair*

## FACILITIES



As we look forward to getting back out on the water, we certainly have had some great opportunities to enjoy our new clubhouse. At the forefront of these events is the continued success of the Friday Night Membership Social hours, and the Winter Seminar Series.

Look for some new faces behind the bar on Friday nights as each program will be asked to lend a hand and join in the fun of bartending, and the associated cleanup.

The updated Usage Agreement is now available from the Facilities link of the SMSA web-site for those who want to reserve the clubhouse for additional uses.

*Cindi Eaton, Facilities Chair*

## SOCIAL



The first Opening Day at our NEW Clubhouse is scheduled for March 31st. Activities kick off at 9:30am with an array of breakfast/brunch items provided by your SMSA Officers, Board of Directors and Program Chairs. Members are also asked to bring a food dish to share and we encourage items such as casseroles, pasta dishes, vegetable and fruit platters, lunchmeat and cheese platters, salads, brownies, cookies, cakes and pies. We will have plenty of coffee, juice, bottled water and soda on hand and alcoholic beverages will be available at the bar. In keeping with our Opening Day traditions, we will be serving both raw and steamed oysters and we will have Bloody Marys and Mimosas available at the bar for a \$1.00 donation.

The official flag ceremony will begin at 11:00am Following the ceremonies, a variety of events will occur at the clubhouse, including the 2nd Annual Victoria Class Opening Day Regatta. Mark this date on your calendar and plan to attend.

## RACING

### RACE CHAIR



It's hard to believe that there are only a few days until the first Frostbite Race! Thank goodness for the short winters here in the Chesapeake.

We had a very productive Winter Racers' Meeting on February 7th, with more than twenty racers in attendance, providing great feedback and discussion.

The decisions that were made will be incorporated into the 2007 Race Program. You can review the meeting minutes on the next page.

Thanks to all the racers who signed-up for one or more Race Committee duties. There are still plenty of open dates for crews to fulfill their RC duty obligation. Check the race calendar on the SMSA web site and pick a date(s) and email to Jim Keen ([williwaw66@hotmail.com](mailto:williwaw66@hotmail.com)). Sign-ups will also be taken at the SMSA opening day on Saturday, March 31.

On Saturday, February 10, members of the crews of *Krugerrand* and *Foxtrot Corpen* represented SMSA at the Annual CBYRA Awards Ceremony at the Annapolis Yacht Club. As commented by the CBYRA scorer, Joe Krolak, "you SMSA guys really cleaned up this year." Well done and congratulations to the skippers and crews of *Stray Dog* (Charles Engh), *Foxtrot Corpen* (Jim Keen), *Pursuit* (Norm Dawley), *Synergy* (Pete LaRoche), *Krugerrand* (Sarah Southworth), and *IRETSU* (Terry Wanner).

If you haven't been to our new clubhouse, this is a perfect opportunity to see our new facility, as well as the improvements done to the waterfront portion of the property. It is also the perfect time to pick up your 2007 yearbook and race circular while welcoming the 2007 sailing season with all of your friends and fellow sailors.

If you are interested in lending a hand with this event, please contact me at 301-863-8285 or send me an email at [social@smsa.com](mailto:social@smsa.com).

*Carol Smith, Social Chair*

## Opening Day 2007

**Brunch starts at 9:30 a.m.  
at the clubhouse!**

**Bring a food dish to share!**



*Jody Andrews, Jim Keen, Bill Bacon, Heidi Heidel and John Behen at the Annual CBYRA Awards Ceremony*

Members collected several High Point trophies including:

*Stray Dog*... 1st Place, PHRF A0 – Region 3AW

*Foxtrot Corpen*... 1st Place, PHRF A – Region 3SE

*Pursuit*... 3rd Place, PHRF A – Region 3SE

*Synergy*... 1st Place, PHRF CD – Region 3SE

*Krugerrand*... 2nd Place, PHRF N – Regions 1, 2 & 3

*IRETSU*... 3rd Place, PHRF N – Regions 1, 2 & 3

See you out there on the starting line... soon!

*Jim Keen, Race Chair*

## MINUTES OF WINTER RACERS' MEETING

1. Congratulated Rhumb Punch crew for victory at Key West.
2. Solicited all racers to sign up for race committee duties.
3. Shawn Stanley, Jeff Moore, and John Dixon volunteered to put river race marks "K" and "V" back in their respective locations prior to Frostbite racing.
4. Made note of the following upcoming events:
  - a. Friday nights, 2 & 9 March @ 1830 @ clubhouse... Racing Rules by Stovy Brown and Dan Trammell
  - b. Saturday, 17 Feb @ 1300 @ clubhouse... Race Management Seminar by Keith Jacobs
  - c. Saturday, 24 March @ 1000 @ RC Boat... RC Boat clean-up
  - d. Saturday, 7 April... US Sailing Race Management Course leading to Local Club Race Management Certification
  - e. Herrington Harbor Sailing Association to send 6-8 boats to Fall Invitational Race and join in Chili Cook-off and Oyster Scald
5. 2006 Race Circular has a provision in the Marci Series and Women's Fall Series for the Race Committee to add a third race on Saturday if conditions warrant (with no races being started after 1500). This provision (adding one or more races) will be added to other selected races (e.g., Invitational Series races).
6. When multiple races are run by the RC (for example, RC adding a second race for Invitational Races), the two races will be scored as a series using the low point method to determine the overall score for that day. That single, resultant overall score for each participant will be used in scoring the overall series for the season (i.e., Invitational Series).
7. Particularly for weekend Bay races, Race Committees are strongly encouraged to set courses that are long enough (based on wind conditions) to provide a meaningful race. For a race with a 3-hour time limit (Stars & Stripes, for example), a 4-mile race course (minimum course length for CBYRA-sanctioned races) with 15 kt winds would not be long enough to satisfy most crews. Something like a 12-mile race with multiple legs would be more appropriate in those conditions. [Racers like to race. A five hour boat prep/on-the-water evolution that results in a 35 minute race is not satisfying to most crews.]
8. Due to Easter Sunday falling on 8 April, Frostbite Race #4 will be moved from the 8th to the 15th of April.
9. Due to the 4th of July Wednesday race falling on the Holiday, and the anticipated congestion on the river that evening, the race has been moved up to Tuesday, 3 July. Times remain unchanged.
10. Frostbite Races will continue in the format as in past years... non-spin, single headsail, all boats in one start. If there are enough boats, we will go deeper into the fleet for awards (as we did in Fall '06 Frostbites).
11. The start line for Frostbite Races will be established to be perpendicular to the first mark ("K") for all Frostbite courses. Race Committees are strongly encouraged to clear surrounding area such that signal flags can be clearly viewed by race crews. Maximum use of radio channel 72 communications will be used by the RC.
12. The race series scoring grid on page 12 of the 2006 Race Circular will be modified to reflect number of throw-out races instead of a set number of races counted for each respective series.
13. Race start times will be analyzed to determine if there may be opportunities to adjust any to allow for crews to better plan their days on race days. For example, rather than a planned start of 1000 that results in waiting around for 4 hours for the wind to fill in, a planned 1300 start would allow crews to plan some sort of family event in the morning.
14. The Patuxent River Regatta will be scored using a modified time-on-time scoring method with converted PHRF handicaps instead of Portsmouth scoring.
15. We will explore the possibilities of adding a Friday feeder race on the schedule to the Robert K. Robinson Round-The-Buoys Race sponsored by the Tred Avon Yacht Club and Chesapeake Bay Yacht Club. The distance race to Oxford would parallel the Annapolis Race to Oxford on that same day. An informal race back from Oxford to Solomons would be run on Sunday. Cruisers would be encouraged to participate in this event. It was a conscious decision to schedule this alternative weekend race event even though it conflicts with the Saturday Geezer Squeezer/ Crab Feast and Sunday Patuxent River Regatta.
16. It was suggested to add selected Bay races (other clubs) to our SMSA Race Circular. After discussion, the idea was rejected due to cost, coupled with the availability of Chesapeake Bay race schedules in the CBYRA Green Book as well as the CBYRA web site, which is easily accessed through a link on our SMSA web site.
17. Clarke McKinney made a very articulate and impassioned plea for the more experienced racers to sign up for Race Committee duty for the weekend Bay events and/or Wednesday Night PRO Races and to leave some of the less formal races for those less experienced racers.
18. It was asked whether or not PHRF could provide a "frostbite" rating. The answer is YES. It now routinely provides frostbite ratings for those skippers who request such a rating that race in the AYC frostbite series. Those boats that have a penalty spinnaker and/or pole, boats that have one-design or "UC" ratings, boats that have penalties for being rated for both symmetrical and asymmetrical spinnakers, and boats that carry their spinnaker tacked to the bowsprit would likely benefit from the frostbite rating. The rating change would normally be applied for along with a fee of \$15 to be heard at the PHRF October handicappers' meeting. When the annual renewal comes due before April 1, merely change the application back to the spinnaker configuration without an additional change fee. The rating change is effective immediately on the date of approval. This may not coincide with the dates of our frostbite racing, especially in the spring when the races are deferred to April as in 2006. We will make an SI rule that such "frostbite ratings" will be effective and stay in effect during the periods of our racing regardless of the ratings dates applied by PHRF.

## US SAILING BASIC RACE MANAGEMENT COURSE



The SMSA will hold a US SAILING Basic Race Management seminar at the clubhouse on Saturday, April 7, 2007. Registration will open at 0800, the class begins at 0815, and things will conclude at around 1730.

Topics covered include: RC objectives, RC responsibilities, sailing instructions, RC jobs, RC equipment, setting the course, starting system, starting penalties, activities before the start, during the race, finishing, and scoring. The race management changes in The Racing Rules of Sailing 2005-2008 will also be discussed.

The principal instructor for the seminar is Bill Adams. Bill is a certified instructor, a National Race Officer, and has worked with SMSA as race committee for the Screwpile Lighthouse Challenge Regatta and the Small Boat Program's Invitational Regatta over the past several years.

You will need to bring your own copy of The Racing Rules of Sailing 2005-2008 ("RRS"). To prepare for the seminar you should try to answer the study questions, which are available on the US SAILING web site at:

[www.ussailing.com/racemgt/Race\\_Officer\\_Prog/course\\_materials.asp](http://www.ussailing.com/racemgt/Race_Officer_Prog/course_materials.asp)

Select the Basic Seminar Study Questions. If you do not have Internet access, contact me and I will mail you a copy. Working through the study questions will facilitate your understanding of the class and prepare you for the discussions and test. If you can complete the study questions, you should be able to pass the test.

Advance registration using the US SAILING online registration system is required since the number of participants is limited.

On the US SAILING web site ([www.ussailing.org](http://www.ussailing.org)), click on the calendar. Then search for the seminar by clicking on "Select a specific category" then "Race Admin Education-Race Officer"; then "all future events" and "search." Locate this seminar and then click on "Register Online" and follow the directions. If you have any problem doing this, contact Lacey Given at US SAILING 401-683-0800.



Fees: \$30 for US SAILING members (test or not)  
\$30 for non-members who do not take the test  
\$55 for non-members who take the test

Fees include continental breakfast, morning and afternoon breaks, lunch and all workshop materials. Payment is due at the clubhouse, the morning of the seminar. Please do not send the fee to US SAILING.

For additional information, please contact Keith Jacobs at 301-997-1001 or [hokiesailor@verizon.net](mailto:hokiesailor@verizon.net).  
*Keith Jacobs*

## GARY JOBSON PRESENTS CHAMPIONSHIP SAILING

On Thursday April 19th, Gary Jobson will be at the clubhouse to present his video and lecture on Championship Sailing. This presentation is a series of some of the most dramatic moments in sailing.

The highlights include:

- 100th Anniversary Race to Bermuda
- U.S. Sailing Team Heads for the China Olympic Games
- 2007 Acura Key West Race Week
- The America's Cup
- 2005 Rolex Transatlantic Challenge
- The Volvo Ocean Race

The evening will include lite fare and drinks before the presentation and a brief social afterwards. Tickets will go on sale to members only on February 23rd at the Friday Night social and are \$40 per person. The doors will open at 5:30pm with the presentation to begin at 7:00pm. Contact Cindi Eaton ([facility@smsa.com](mailto:facility@smsa.com)) for more info.

# GARY JOBSON

PRESENTS

## CHAMPIONSHIP SAILING

THURSDAY APRIL 19TH  
AT THE CLUBHOUSE

TICKETS ON SALE NOW!

# CRUISING

## CRUISE CHAIR



The 2007 SMSA cruising season is well defined thanks to a successful cruise planning meeting in January. Thanks to all who attended and special thanks to those who volunteered to lead a cruise this year.

The 2007 Cruise Plan was iterated upon for almost 3-weeks following the January meeting and I have recently sent the final version to the Yearbook editor. All of the subscribers to my cruisers-list were sent a copy of the Cruise Plan in MS-Word format via email. If anyone wants a copy, email me and I will get one out to you.

The Cruising web portion of the SMSA web has not been extensively used: I hope we can change that. I have posted some information to the Cruising page that may be useful during the course of the season. The “home” page now contains the 2007 Cruise Plan (or itinerary). From that page one

can navigate to pages that contain 1) the 2006 Cruise Points finals, 2) the 2006 1000-nm award winners and McGrath Trophy winner, and finally 3) Appendix G of the SMSA Policy Manual - a useful read for those interested in how the Cruise Program is to be conducted. If you think of other cruising related information that you would like to see posted, let me know and I'll get it on the web site.

As many of you know, Chris Miller has volunteered to take over as the 2007 Cruise Chairperson. Chris and Kate do a fair amount of cruising in their Erickson 38, *Sequoia* so you may have seen them out on the water, or rafted-up with them in the past. Chris takes over just in time to allow Sally and me to start focusing on our “welcoming-in retirement” cruise to Canada this spring. The program is in good hands - welcome aboard Chris!

*Wayne Wilson, Interim Cruise Chair*

## SPECIAL ICW REPORT PART 4 (NOVEMBER 16-JANUARY 1)



We planned to leave Vero right after Thanksgiving. We had Thanksgiving Dinner with about 175 of our nearest and dearest friends at the marina. Everyone brought a dish to share, whatever they wanted to drink and paid \$5.00 per couple to cover the rental of the building and the turkey. It was wonderful meal. We all tried to sample

a little of everything, but there was just too much to try.

We rented a van with two other couples and decided to drive south to Stuart and Ft. Pierce. We all wanted to go to a BJ's, and Frank wanted to look for a new outboard for his dinghy. Antha and were still not sure where we would leave the boat over Christmas so we wanted to check out a couple of marinas. We made a tentative deposit at Nettles Island Marina. All of the marinas are full because everyone is waiting for their weather window. You can't cross the Gulf Stream when the wind is blowing from the north due to large waves.

November 29th we thought we had a weather window and left to go about halfway to Lake Worth (West Palm Beach) and found Black Pearl Marina in Tequesta, a place that is not in any of the cruising guides. It was very convenient to a grocery store, restaurants, West Marine, etc. *Koel* (Gresh and Rene) arrived and immediately ran aground. After being towed off, they decided to go on down to Lake Worth for the crossing. They decided to leave late afternoon for an overnight the overnight run to West End on Grand Bahama.

We were on our way too, planning to anchor near the mouth of the inlet in Lake Worth and leave around 3am so it would be daylight going into West End. Like the saying goes, if you want to make God laugh, tell him your plans. We encountered a bridge with electrical problems and it could not be opened. Since we were right at Jupiter Inlet, we decided to go outside down to Lake Worth.

On the VHF radio someone said “if we keep going we can be at West End by 9 tonight.” One boat said that they did not want to go since they had to secure their dinghy a little better, and another boat said that they couldn't go because they needed to get their jack lines on. We said we didn't want to go because we still had our sail cover on and Antha had not taken her sea sickness medicine. So we left.

We cancelled our reservation at Nettles Island and then called our kids, mother, brothers, and sister to tell them we were on our way. The start of the trip was fairly rough with confused seas and 2 to 3 foot waves. Antha looked like she wasn't going to make it, but she took the wheel and after about 5 hours, she was better.

Even though this was a crossing of only 60 miles, it is amazing how big the sea was and how small our boats looked. It was good to travel in company with three other boats. The only other thing we saw was a cruise ship in the distance, no birds, dolphin, fish or any wild life at all during our crossing.

Because of the strong Gulf Stream current, you have to pick a point 20 miles or so south of your intended landfall and keep on that heading. If you've calculated correctly, you arrive

at your intended destination. The current was even stronger than anticipated, so we all had to adjust our navigation under way (we should have picked a point 25 miles south). We finally arrived in West End around 9:30.

On December 2, we were at “The Old Bahama Bay Resort”, a luxury resort. In the off season, slip rentals are reasonable and you get full access to the resort, pools, beaches, and restaurants. The wind picked up and we were very glad that we crossed when we did. *Koel* arrived and said it was a very rough crossing (this from people that brought their boat from Hong Kong). The forecast was for rough weather for several days. We started looking for plane reservations from either Freeport or Marsh Harbour.

We borrowed bikes from the resort and went into the town of West End. It’s not much of a town, very poor, but there is a bakery with delicious banana bread and bread pudding.

The weather report was still predicting high winds (20 – 30 knots) for the next few days. We decided to leave the boat at West End and fly out of Freeport on Monday.

The next day we again biked back into town and got a demonstration from a local fisherman on how to crack the conch shell and extract the conch. You crack the shell with a hatchet like device near the pointy end of the shell. Then you stick a knife in and cut the muscle that is holding the conch. You can then pull out the conch easily. Conch is very slimy and you can’t eat it until it has been pounded. I’m not sure why people think that it is a delicacy.

The days were falling into a routine, another fine day at the pool. We usually had a happy hour with all of the other sailors at the resort. Afterwards, we went out to dinner or cooked on the boat. If it was a good happy hour with lots of snacks, then we usually split a can of soup or something else light. Oh, what are the simple folk doing?

On December 7, there was a lot less wind and many of the other sailors were anxious to leave over the next couple of days. We all went to a restaurant called Bootle Bay.

A few days later, a group of 10 sailors travelled to Lucaya. It is supposed to be the touristy area. Little shops to die for and a really good Greek restaurant. (Who knew that the Bahamians were Greek)? There was a free stage show with singers and it was a fantastic place for people watching. We danced the night away! We were so wild and didn’t get home until after midnight, which was very late for boaters. We usually went to bed around 9.

The next day, the temperature dropped and we couldn’t go to the pool. We played rummy cube. Another boat had a dominoes tournament.

We flew home to Maryland and visited family in Idaho, spending Christmas in Washington with more family before



*View from Old Bahama Bay Resort*



*Dale and Antha work up thirsts on the beach and at a lighthouse*



*New Year’s Eve Bahamian style*

returning to the Bahama’s on the 30th. We spent New Year’s at The Old Bahama Bay. We plan to sail to Marsh Harbour during the first few days of January (weather permitting).

*Dale and Antha, Mongoose Magic*

## OPENING DAY CRUISE - MARCH 31

*Wavedancer* (Mark and Carrie Brownhill) will begin the cruise from the SMSA dock at 1:00pm following the opening day festivities. It is approximately 9nm to Rollins Cove, which is just a short way up St. Leonard's Creek.

Come join us on the first cruise of the season and show that you are not simply a "fair-weather" sailor. It can be your shake-down cruise after spring recommissioning. The usual raft and

happy hour activities will commence around 16:00. Please let us know if you intend to come along.

Check-in will be at 1400 and 1600 on channel 9, and we will monitor channels 09/16 during the cruise.

*Mark and Carrie Brownhill, Wavedancer*

*Email: [wavedancer@brownhill-usa.com](mailto:wavedancer@brownhill-usa.com)*

*Cell: 434-975-2784.*

## INSPECTING AND TUNING YOUR RIGGING



Mike Meers of Chesapeake Rigging provided a valuable and entertaining presentation on inspecting and tuning sailboat rigging, for the Winter Seminar Series on February 2nd.

He started the session by explaining that it is very hard to tell when rigging is about to fail, and that failures can be fatal. Routine rigging inspection is an essential part of sailboat safety, and that the small cost of a professional inspection is a fraction of the cost of repair after a failure.

Mike stated that the typical life of standing rigging on a sailboat that spends most of its time on the Chesapeake Bay is around 15-20 years. Rigging will have a shorter life expectancy on offshore boats that are exposed to higher stresses or on boats that spend a lot of time in the salty waters in the Islands.

He recommended that the mast should be removed from a boat about every 3 years to allow a full inspection of the mast. Corrosion at the foot of the mast is very difficult to detect when in place. This is also a good time to inspect and replace any suspect wiring inside the mast, and to consider upgrading navigation and anchor lights to one of the new low-power LED type devices that draw significantly less current.

Mike passed around various standing rigging components as examples of potential problems. There is very common problem with the swage fittings that are crimped onto the end of the shrouds and stays, especially at the ends that are connected to the deck. Water runs down the rigging and finds its way inside the swage fitting. Corroding metal inside the fitting expands and eventually creates hairline cracks in the

swage body, so that the wire is no longer secured effectively. Water trapped in chainplates, especially in corrosive saltwater environments, can also lead to failures. He stated that rod rigging has a longer life, but that fittings must be disassembled and inspected regularly to prevent them from seizing up.

Mike presented his method for tuning the standing rigging. He tunes the rigging from the bottom up. The basic goal of tuning the rigging is to get the mast "in column", that is straight and centered in the middle of the boat from the base all the way up to the mast-head. The system should be set up first at the dock, and then fine tuned in dynamic conditions. The correct wire (or rod) tension is important to maintain the mast in column under a wide range of sailing conditions. A gage to tune rigging costs around \$250, which is about the price of a professional tuning.

A tape measure can be used to measure from various points on the mast to points on the deck. If the distances are the same port to starboard, then the mast is in column side to side. Mike warned us not to trust the position of chainplates, since manufacturers are not that consistent in their installation. To measure distances at the top of the mast, you can attach the tape to a halyard. A plumb-bob can be used to make sure the mast is true front to aft, or raked at a particular angle.

In general, if the mast is off at the shroud spreaders or stay attachment points, then you loosen one side and tighten the other side to center the mast. If the mast is centered at the attachment points, but off between the spreaders (or between the last spreader and the top of the mast), then you loosen both sides because the shrouds or stays are too tight.

Running rigging is much easier to inspect because you can easily bring it down on deck by using a chaser line. There are many new line technologies around now, especially for offshore and racing applications. Standard Dacron lines have an inner and outer core. Inspect the outer core for chaffing and broken strands. Issues with the inner core usually show up as deformations in the outer core.

For those of you that missed the seminar or would like to learn more, I can highly recommend "Inspecting Your Rig" DVD by Brain Toss (\$20 from Amazon). With the aid of a



video camera, Brian walks along a dock and inspects a number of boats for common rigging problems. Seeing parts in situ is very helpful. He also performs a complete and detailed rig inspection of a lightly-used offshore boat, providing valuable insight and upgrade recommendations to ensure safety when you are out on the water.

Some of Brian's hot buttons were well-formed cotter pins, ensuring that pins are installed so they do not drop out if the cotter pin comes out, and ensuring that all lines run 'fair'. Running fair means that lines and the fittings that they attach to are perfectly parallel, so that no side loads are applied.  
*Mark Brownhill, Wavedancer*

## CALENDAR

### MARCH

- 2 (Fri) Membership Social** at the SMSA clubhouse - 4:30pm-7:30pm.
- 2 (Fri) Race Rules Training** at the clubhouse - 7.30pm
- 7 (Wed) BOD Meeting** has moved to Wednesday night 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
- 15 (Thu) April Clew Inputs due.**
- 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) High-School 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** begins with brunch a 9:30am. at the clubhouse.
- 31 (Sat) Opening Day Cruise** to St. Leonard's Ck: Rollins Cove departing from the clubhouse.

### APRIL

- 1 (Sun) High-School Varsity Regatta** at the SMSA clubhouse.
- 1 (Sun) Spring Frostbite Race**
- 3 (Tue) BOD Meeting** at the clubhouse - 7:00pm
- 6 (Fri) Membership Social** at the SMSA clubhouse - 4:30pm-7:30pm.
- 7 (Sat) U.S. Sailing Basic Race Management Course** at the SMSA clubhouse - 8:00am-5:00pm.
- 13 (Fri) Membership Social** at the SMSA clubhouse - 4:30pm-7:30pm.
- 14 (Sat) Small Boat Kickoff Meeting** at the SMSA clubhouse - 1:00pm.
- 15 (Sun) Spring Frostbite Race**
- 15 (Sun) May Clew Inputs due.**
- 18 (Wed) Wed Nite Race #1**
- 19 (Thu) Gary Jobson Champion Racing** at the SMSA clubhouse - 5:30pm

for light refreshments and presentation starts at 7:00pm.

- 20 (Fri) Membership Social** at the SMSA clubhouse - 4:30pm-7:30pm.
- 20 (Fri) High-School Pot Luck** at the clubhouse
- 20-22 (Fri-Sun) Oxford Day Cruise** CANCELLED.
- 21 (Sat) Mini-Rendezvous** at the clubhouse
- 21 (Sat) Sharps Island**
- 22 (Sun) Spring Invite**
- 25 (Wed) Wed Nite Race #2**
- 27 (Fri) Membership Social** at the SMSA clubhouse - 4:30pm-7:30pm.
- 28-29 (Sat-Sun) Battle Creek Cruise**
- 28 (Sun) High-School J/V Regatta** at the SMSA clubhouse.

## Friday Night Socials

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

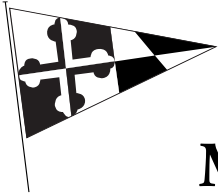
**Bring a prospective new member!**

## CLASSIFIED

**CREW WANTED**, for Wednesday nite and weekend racing aboard *Shermax* and *Toby*. Two friendly skippers need some nice folks to join our existing crews for spinnaker and non-spinnaker events. We have fun racing and more fun partying. Learn to sail and race, any age, any ability. Call Max Munger at 410-326-9024.  
**1988 21' BAYLINER I/O**, nice little fishing boat. Hardtop cabin and a small

Ford/Mercruiser for economical trolling. Trailer, outriggers, come and see this spring. \$5,999 Max Munger 410-326-9024.  
**1989 OLSON/ERICKSON 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](mailto:snrs@earthlink.net)) or call 301-872-0038 and leave message.



## **March Highlights Inside:**

- Frostbite Race #1, March 18
- Opening Day Celebrations, March 31
- Opening Day Cruise, March 31
- Register for:
  - US Sailing Basic Race Management Course
- Buy Tickets for:
  - Gary Jobson presents Championship Racing

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

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permit no.  
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